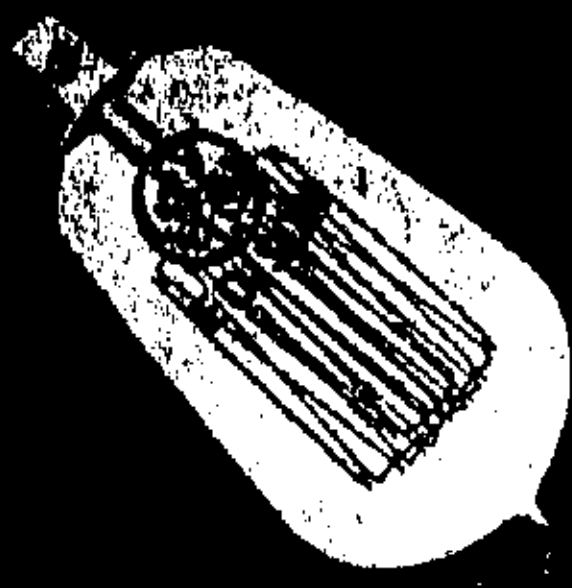


EDISON LAMPS



ELECTRICAL DEALERS

The Hongkong Telegraph

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THE ARMY ESTIMATES.

Is the Tank a Thing of the Past?

(Reuter's Service.)

London, March 15.

The Army Estimates were introduced in the House of Commons by Sir L. Worthington-Evans. He explained that the item of £2,000,000 under the heading "Non-Recurrent Charges" referred to charges arising from the war in the Middle East and included sums for reinstating the rolling stock on Indian railways, reinstating commandeered properties and reconditioning transport ships, while under "Current Expenditure" was an item of £26,500,000 for the armies in the Middle East, Mesopotamia and Palestine. He regretted the necessity, owing to need of economy, to disband four cavalry regiments, saving £400,000 annually—the 5th and 21st Lancers and the 19th and 20th Hussars, which were four junior regiments chosen.

The general Army policy, said the speaker, was ultimately to recreate an Expeditionary Force of six Divisions, but at present we were very far from having an Army as complete as before the war. The aim was to provide 14 Divisions of Territorials with a Cavalry Division as second line. There were 230,000 Territorials required, and over 100,000 had been obtained. A sum of £560,000 was provided for improved tanks, including a light tank to co-operate with the infantry and a fast and powerful tank for the cavalry. Experiments were proceeding to enable tanks to be used in tropical countries. There was provision for armoured cars, but there would be extensive experiments this year with a view to settling the ultimate practical use of tanks and cars. The general view was that mechanical means of fighting must be developed to the fullest extent.

Combating the criticism that the Army was too large, Sir L. Worthington-Evans pointed out that 52 battalions of infantry, seven of cavalry, 32 batteries of artillery, four engineer field divisions and three signal units were carrying out a most distasteful duty in Ireland, steady and reliable, in face of the utmost provocation—(Cheers)—and these cannot be reduced until the inhabitants ceased illegitimate warfare. In the neighbourhood of Constantinople there were two British battalions of infantry, four Indian battalions and one British cavalry regiment, which, being part of the Allied forces, could not be reduced at present and might have to be reinforced. Therefore some reserves were held in the East, available either for Egypt or the Middle East. If the Greeks and Turks accepted the modifications of the Treaty of Sevres and more settled conditions prevailed in Turkey, a reduction of our troops could be expected. A few substantial reductions had been made in the troops ordered to Egypt. Ten thousand Indians and 2,000 British were proceeding home from Egypt and further reductions depended on the result of the negotiations which were about to open. These were eight battalions of infantry, a regiment of cavalry and some artillery etc., on the Rhine, but who could prophesy when they would be recalled or say they would not have to be reinforced? He emphasised that the North-West frontiers of India required constant attention owing to unrest caused by post-war economic conditions. The Army Council realised the urgency of national economy but hoped the House would recognise that there was a point beyond which it was not safe to economise as long as to-day's liabilities were not liquidated. The debate produced a vigorous protest against the idea that tanks could be used as a substitute for cavalry. General Seely declared that such an idea was inconsistent with the lessons of the war, whilst General Townshend thought that the tank was a thing of the past.

Sir A. Williamson, replying to points raised during the debate, said he did not think that a great section of the community contemplated with equanimity the expenditure of seven millions annually on Palestine. That was a question with which Mr. Churchill had gone out to deal. Sir A. Williamson hoped we should not again have to face sums of this kind in the Army Estimates.

Sir L. Worthington-Evans declared that France had reduced her cavalry twice as much as we proposed to do.

The motion for a reduction was rejected by 168 votes to 75.

INTER-ALLIED COLONIAL EXHIBITION.

Elaborate Organisation in Paris.

London, March 15.

An inter-Allied Colonial Exhibition has been arranged to be held in Paris in 1925. It will be organised by the French Government in accordance with the law adopted last year. The British Government has now been officially advised of the proposal, which will follow the lines of the Colonial exhibitions held at Marseilles and Bordeaux, but will be much more comprehensive. The French proposition is to organise a permanent exhibition covering the widest field. Not only are the industries and agriculture of the Allies' overseas possessions to be represented, but also the methods adopted to advance civilisation. For instance, a feature will be the means of communication utilised in the various colonies. Another will be the methods adopted to combat diseases. Officials from all the French Government Departments are being co-opted for the organisation, which is also supported by the Paris banks, industrial undertakings, the Municipality, etc. The organisation will be placed in the charge of M. Angoulvant, ex-Governor-General of French Equatorial Africa.

FORMER TURKISH GRAND VIZIER.

Shot Dead in Berlin.

Berlin, March 15.

The Turkish ex-Grand Vizier, Talaat Bey, who has been living here for the past two years under an assumed name and was reported about to leave for Anatolia to assume the leadership of the Nationalist Government, was shot dead in the street by a Persian. The motive is attributed to revenge for Turkish treatment of Armenia.

TRADE WITH RUSSIA.

London, March 15.

Negotiations for a Russian trade agreement have been proceeding satisfactorily all day long. Well-informed people are confidently anticipating a speedy signature, possibly to-morrow.

BOMBAY MILL STRIKERS RESUME WORK.

Bombay, March 16.

The strikers at the Simplex mill, who suspended work as mentioned in a message on the 7th inst., have resumed work.

THE NEW POLISH AMBASSADOR TO JAPAN.

Warsaw, March 16.

In consequence of a diplomatic re-shuffle, M. Patek has been appointed to the Embassy at Tokyo.

THE REPARATIONS QUESTION.

Germany's Appeal to the League of Nations.

(Reuter's Service.)

Berlin, March 15.

The German protest to the League of Nations against the Treaty of Versailles the economic sanctions are only inflexible in the event of non-compliance with the economic obligations, whereas there has not been infringement. The Government requests the League to initiate mediation proceedings and to see that the Allies' forcible measures are immediately stopped.

Statement by French Premier.

Paris, March 15.

The first day's debate in the Chamber of Deputies, on the London Conference followed the lines of the debate in the House of Commons. The progressives, while agreeing as to the utility of Dr. von Simons' offer, questioned the efficacy of the sanctions. M. Briand, replying to a question, declared that the proceeds of the 50 per cent. impost will be pooled for distribution among the Allies in the proportion of the reparations due to each.

North of England's Objection to Customs Tax.

London, March 15.

Reports from Lancashire and Yorkshire state that the mere proposal of a 50 per cent. tax on German imports has stopped business in the north of England with Germany. The *Manchester Guardian's* Dusseldorf correspondent states that the huge volume of business transacted before the occupation has dried up owing to the uncertainty of the commercial future. There is a conflict of opinion among the Allied authorities on the subject of the new Customs. Meantime the banks have raised their rate, making it impossible for business men to carry on. Responsible British business men regard the Customs barrier as a futile and costly expedient, and recall the experience of the British at Cologne before the ratification of the Peace Treaty, when colossal smuggling was carried on, despite barbed-wire fences and infantry patrols. It is pointed out that the Allies are now dealing with a population of six millions, containing some of the most unruly elements in Germany.

TO-DAY'S CHINESE TELEGRAMS.

Peking, March 15.

An important meeting was held in the Ministry of War to deal with the Urga question. It was decided to hasten the various forces to advance on three sides.

A representative from the Ching Royal Family has informed the President that Prince Tuan (the ringleader of the Boxers) is to return to Sinkian.

Shanghai, March 15.

In view of the Chinese merchants' great loss in carrying out contracts for purchase of cargoes, on account of the exchange fluctuations, the Chinese Bank Group has proposed a credit scheme in order to relieve the situation. It is said that the American Bank Group has shown its inclination to help on condition that the Chinese Bank Group will take the responsibility.

EARLIER TELEGRAMS.

PANAMA AND COSTA RICA.

Washington, March 15.

Mr. Hughes, Secretary of State, has sent a note to Panama announcing that the old arbitration award of Chief Justice White with regard to the Panama-Costa Rica boundary must be put into effect in its entirety. Diplomats explain that Mr. Hughes' action is due to the fact that under the Treaty of 1915 Panama and Costa Rica agreed to submit disputes to American arbitration. They are of opinion that the note destroys the possibility of the intervention of the League of Nations.

RUSSIAN REVOLT.

London, March 15.

The Bolshevik censorship concerning the Kronstadt outbreak is most strict. It appears, however, that the rebels while still unsubdued are gravely short of food and probably the Soviet will be able to starve them out if the Reds remain loyal. Meanwhile Kronstadt continues to bombard the coast railway between Petrograd and Krasnayaagorka.

THE UPPER SILESIA PLEBISCITE.

London, March 15.

The plebiscite in Upper Silesia opens on 20th March. Apprehensions in Paris that German reactionaries will profit by the occasion to stir up disorders are already justified by a telegram from Berlin of a report from Koenigshutte that the Captain of the German Plebiscite Police was shot while driving in a wood with British and French officers; also a collision between Plebiscite Police and Poles at Michalkowitz, wherein several Poles were killed and two Police officers killed and six wounded.

AMERICAN NAVY.

Washington, March 15.

The Navy report referred to by Secretary Denby last night (published in to-day's earlier telegrams) is officially denied.

REPARATIONS BILL.

London, March 15.

The House of Commons has passed the second reading of the Reparation Recovery Bill.

AUSTRALIAN CRICKET.

Adelaide, March 1.

Marylebone C.C. defeated South Australia, by an innings and 68 runs. South Australia in their first innings scored 195. Fender took seven wickets for seventy-five. Marylebone scored 627. Rhodes and 210, Russell 201 and Douglas 146 unfinished. South Australia in their second innings compiled 349 runs, of which Bundell made 121.

DAVIS CUP ENTRIES.

New York, March 15.

The Argentine has challenged for the Davis Cup. Entries close to-day; results have been received.

SEAMEN'S WAGES.

The Case for The Defence.

In the case of thirteen members of the crew of the s.s. Segoya, against the Standard Transportation Company, before the acting Chief Justice, Mr. Justice H.H.J. Gompertz, the Hon. Mr. H. E. Pollock this morning opened the case for the defendants.

Mr. Pollock submitted that it was unnecessary for the defendants to put in any evidence in this case, either in the nature of evidence on commission or otherwise, because he submitted that it was clear that the defendants had no case to answer.

The Chief Justice:—What are you going to do? You are not calling evidence?

Mr. Pollock:—We are not waving any rights. We submit there is no case to answer.

The Chief Justice:—Will you do that very shortly, then?

Mr. Pollock:—We can take a week. I do not see we can be deprived of the right even if we took a week. The plaintiffs rely upon the letter dated September 4th, 1919, as constituting a really effective agreement between them and the defendants. With them that letter forms the whole corner-stone round which the whole of their case turns. All that the plaintiffs in their evidence state is the "we did not agree to being discharged here."

The Chief Justice:—They say more than that. They say "we understood that we were to be discharged in New York."

Mr. Pollock:—The place of discharge is immaterial. The plaintiffs say "the only complaint we have against the defendants is that we were engaged for the full period of 18 months." That is to say, they had the right to continue in the employment of the defendants for the full period of 18 months and to receive the wages for that period as specified. We say that is the only complaint against the defendants, and the plaintiffs are on the horns of a dilemma. The first horn is, if the plaintiff's case is based upon the construction of the letter, then we have nothing to answer because the construction of the letter is for the Court to decide, and we submit that it is an absolutely clear reading of that letter that the words "for a period not exceeding 18 months" cannot mean for the full period of 18 months. The Merchant Shipping Act shows why these words come in. They are in section 114, sub-section 2 of the Act. It is unnecessary for us to give any reason why such words were put in. The words "for a period not exceeding 18 months" cannot possibly be construed to mean for the full period of 18 months.

The Chief Justice:—That, of course, is my difficulty. Identical words are used in the articles.

Mr. Pollock:—The maximum period has to be in the agreement. The Chief Justice:—The re can be an actual time. As far as I have seen articles they contain the maximum.

Mr. Pollock:—I think it is almost universal. If, on the other hand, the plaintiffs rely on the agreement to employ them for 18 months they are defeated. First of all, I do not grant that the agreement can be invoked to vary the contract. I might refer your Lordship to a recent interesting authority on that point. It is the case of Hanui Dhalik. It is of interest because there was a contract of service for employment for a general period of one year to terminate with six months' notice. It was held that the agreement must be in writing. Our submission is that the plaintiffs have to prove that there was a contract to employ them for a full period of 18 months and that they could not be discharged before that full period expired.

The Chief Justice:—Have you been able to trace any authorities on the words "not to exceed 18 months?"

Mr. Pollock referred His Lordship to a case where these words were used. In that case the men were discharged after three and a half months where the period was not to exceed one year.

LOCAL BOXING.

The Next Contests.

In the *Telegraph* offices yesterday afternoon, "Sky" Kerrison, of the Royal Naval Police, and Leading Seaman F. Codling, of H.M.S. Titania, signed articles for their forthcoming fight for the Welterweight Championship of the Colony, which is to be the main event in the Boxing Association's tournament at the Ming Yuen Gardens on the 24th inst. Both men have been in training for the contest and are in excellent condition. The fight is to be one of fifteen rounds. Kerrison is known to all as the Welterweight Champion of the Colony, and as this will be his last appearance he is being given a benefit night. Codling is described as a coming man, having been Welterweight Champion of the open competition at Blyth in 1918 and runner-up in the China Fleet Competition last year. Incidentally it may be mentioned that he was second in the recent Marathon Race at Kowloon.

A featherweight contest which should prove most interesting will be that between Teddy Neal (the well-known local lad) and P.O. Ward, of H.M.S. Carlisle, who was runner-up in the Army and Navy Championship in 1913 and champion at Malta in 1909-10.

A. B. Bowdige, of H.M.S. Carlisle, 10-stone champion of Wales in 1916 and middleweight champion of the Straits in 1919-20, is to meet Stoker McDonald, of H.M.S. Titania.

Then there is to be a six-round amateur contest between Mr. Donald Logan and Mr. Gough, of the Hongkong Police; and this should be well worth seeing.

Leading Seaman Tollemache, of H.M.S. Carlisle, is to meet Stoker Tipper, of H.M.S. Titania, runner-up of the novices lightweight competition at Weihaiwei. Altogether it is an excellent programme that has been arranged, and as every comfort for patrons is being seen to, a good night's sport is promised.

DAY BY DAY.

Regulations are being drawn up in Canton for the censoring of all theatricals and photo plays before they are publicly produced.

At the Municipal Commission meeting held yesterday at the Mayor's office in Canton detailed rules were adopted with regard to the regulation of general traffic in the city. Special attention was paid to the restriction of motor cars and their drivers. It is understood that no motor car driver will be allowed to drive without the passing of an examination to be set by the Department of Public Utilities.

The Chief Justice:—My difficulty is this. I do not know whether this provision of the power to discharge is unilateral. It also applies to the crew.

Mr. Pollock:—Of course, the question of discharge does not come in in this branch.

The Chief Justice:—The first crew that took ship to New York left here there. They were obviously treated as deserters.

Mr. Pollock:—They were engaged at Hongkong.

The Chief Justice:—What I want to know is where you get a maximum period like this, whether it is assumed that one or other of the party can terminate it. You say that the Captain claimed the right to discharge the crew. Taking the letter by the article "not to exceed 18 months" I take you to state that they show that they completed the voyage and if they liked could go ashore.

Mr. Pollock:—It is difficult to dissociate it.

The Chief Justice:—You cannot invoke the articles if you are not calling evidence.

Mr. Pollock:—Your Lordship, I take it, sees that "not exceeding" does not entitle them to employment for all the period?

The Chief Justice:—Yes, I see. The case is proceeding.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

RENT CONTROL.

Singapore, March 15.

The Chinese are requesting the Government to extend rent control to both business premises and dwellings, without the restriction as to properties rented at sixty dollars or under as at present.

NAVAL CO-ORDINATION.

Shanghai, March 11.

No further danger is anticipated from the godown fire, although the high wind and the falling walls necessitate large details of firemen being continually on duty. The stocks are nearly all removed from the eighth godown.

GOVERNMENT HOUSE.

Last night His Excellency the Governor gave a dinner party. The following guests were present:—Hon. Mr. C. Severn and Mrs. Severn, Mr. E. D. C. Wolfe, Captain Lambert, Mr. and Mrs. and Miss Ekins, Mr. and Mrs. Ram, Mr. Hollingsworth, Mr. and Mrs. Crompton, Major and Mrs. Young, Mr. and Mrs. A. O. Lang, Dr. Dalmahoy Allan, Capt. and Mrs. Archer, Mr. Perdue, Mr. Hazelrigg, Mr. R. H. L. Gompertz and Mr. May.

News in To-day's New Advertisements.

The annual meeting of the Hongkong General Chamber of Commerce takes place in the Chartered Bank Building on Tuesday, March 29, at 4 o'clock.—Page 4.

A new class for beginners will be started in connection with the Chinese Language School under the Hongkong General Chamber of Commerce, on Monday, April 4.—Page 4.

The Association of Exporters and Dealers of Hongkong will hold its annual meeting in the Chamber of Commerce Room, Chartered Bank Building, on Wednesday, March 30, at 4 p.m.—Page 4.

Aertex Cellular Underwear is being advertised by Mr. J. T. Shaw, Pedder Street.—Page 7.

The Power of Attorney given to Mr. Roy C. Burdin by Messrs. Thomas W. Simmons and Co. has been revoked.—Page 4.

Messrs. Wm. Powell are advertising new Gent's neckwear.—Page 7.

At the Hongkong Theatre the principal attraction is the Paramount picture "The Clever Mrs. Eltinge."—Page 12.

Consignees of cargo by the O.S.K.'s Atlas Maru from Europe should consult the notice on Page 5.

The first post-war stocks of Koh-i-noor pencils are now in the Colony.—Page 12.

A quantity of tea and an assortment of provisions are being sold by Messrs. Lamont Bros. at their sales rooms on Monday afternoon.—Page 4.

Sailing dates in connection with the Royal Hongkong Yacht Club are fully set out on Page 4.

To-Day's Exchange.

The closing rate of the dollar on demand, to-day was 2s. 3/4d.

The Weather.

2 p.m. Barometer:—29.94. Temperature:—62. Humidity:—71.

Lighting-Up Time.

Lighting-up time to-day is 8.25 p.m.

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ST. JOSEPH'S COLLEGE
MACAO.

First Annual Sports.

The first annual sports in connection with St. Joseph's College Macao, under the distinguished patronage of His Excellency Henriquo Corroia da Silva, Governor of Macao, and the Right Rev. Father Jose da Costa Nunes, Bishop-Elect of Macao, were held on Sunday afternoon at Mong-ha. The weather conditions were ideal and there was a large gathering of spectators, who manifested the keenest interest in the various events.

From every point of view the meeting was a complete success. There was great variety in the programme and all the competitions were keenly contested, the finishes being generally close and exciting.

The Officials were:—President: The Right Rev. Father Nunes; Vice-President: Rev. Father Jaime Martins; Secretary, Mr. J. P. Hughes; Judges at finish: Fathers Benjamin, Pintado, Horacio, Barreto, Chinnco J. Lau and C. Delgado Esq.; Field Judges, Rev. Father Gonçalves and Messrs. J. F. X. Gomes, Lara Reis, J. B. Hughes, J. M. Braga, Starter, A. A. de Mello, Esq.; Field-Scorers, Messrs G. Silva and A. de Rosa and Messrs F. Guterres, B. Assumpcao, E. Tavares, J. Lopes, C. Gracina, Felix Guterres, T. Beza, J. Basto, A. Oliveira.

The Secretary wishes to thank all those who contributed in any way towards the success of the sports, especially His Excellency H. Corroia da Silva, the management of the Pantan and Opium Monopoly, Messrs F. Gellion, C. Riccio, A. A. de Mello of Macao and Messrs J. A. Borges, A. J. V. Ribeiro, G. P. da Cruz, A. A. da Rosa, F. X. R. Medeiros, S. Maval, E. P. V. Ribeiro, H. Hyndman and Mrs. M. L. Noronha of Hongkong for their valuable prizes and contributions towards the prize fund.

The programme and winners were as follows:—

1. Long Jump: 1, J. Costa; 2, F. Nogueira.

2. 100 yards Flat Race: 1, C. Gomes; 2, B. d'Assumpcao.

3. 300 yards Flat Race: 1, J. Conceicao; 2, G. Demee.

4. 100 yards Flat Race: 1, A. Colaco; 2, E. Assis.

5. Bicycle Race (Slow): 1, E. Silva; 2, Chew Put Chiu.

6. High Jump: 1, Tsang Sin Fan; 2, G. Anderson.

7. Three-legged Race: 1, B. Assumpcao and F. Guterres; 2, Tai Hin Fook and Tsang Yam Pui.

8. Blindfold Race: 1, M. Guterres; 2, J. Guterres.

9. Sack Race: 1, B. d'Assumpcao; 2, J. Cabral.

10. Shoe Race: 1, M. Guterres; 2, R. Lassala.

11. Quarter Mile Race: 1, B. d'Assumpcao; 2, C. Gomes.

12. Rolling the Cask: 1, G. Demee; 2, J. Conceicao.

13. One-legged Race: 1, B. d'Assumpcao; 2, F. Guterres.

14. Egg and Spoon Race: 1, R. Teles; 2, Ip Lam Chong.

15. 100 yards Flat Race (Girls): 1, L. Albuquerque; 2, L. Rodrigues; 3, A. Rodrigues.

16. 50 yards Flat Race (Infants): All winners.

17. 200 yards Flat Race: 1, J. Conceicao; 2, J. Costa.

18. Arithmetic Race: 1, J. Rebellios; 2, Souza.

19. Gathering Potatoes: 1, B. d'Assumpcao; 2, F. Guterres.

20. Bicycle Race (Fast): 1, Luis Mello; 2, Chew Put Chiu.

21. Relay Race (Schools): 1, St. Joseph's (B. d'Assumpcao, G. Demee, J. Conceicao and J. Costa).

VICTORIA DIOCESAN
ASSOCIATION.

Hongkong Branch Formed.

At the City Hall yesterday the Rt. Rev. Lord Bishop of Victoria and the Rev. H. Copley Moyle held an "At Home" for members of the Diocese, which was followed by a meeting for the purpose of announcing the formation of the Hongkong branch of the Victoria (Hongkong and South China) Diocesan Association.

The objects of the Association are: (1), To band together all who interest themselves in the work of the Diocese. (2), To circulate information and stimulate interest and (3), To call forth prayer and gifts for the Diocese. It will be seen therefore that the formation of such an Association will provide a useful stimulus to the work of the Diocese.

A very large gathering was received by the Bishop and the meeting was honoured by the presence of His Excellency the Governor and Lady Stubbs and the Hon. Mr. Claud Severn (Colonial Secretary).

After tea had been served the company adjourned to St. Andrew's Hall. The Bishop was supported by the Rev. Copley Moyle, who is shortly leaving for England, concerning whose journey the Bishop made a sympathetic reference.

The Bishop explained at some length the objects of the Diocesan Association. At the outset he expressed thanks to those who had made the gathering possible and to the large number who had attended. It was a great encouragement to him that at the outset of his work so many had been able to attend and he thought he could speak also for Mr. Moyle, who, as they knew, was going home on leave in about a fortnight's time, that he too was greatly impressed by the excellent response made. In their name he desired to wish Mr. Moyle a very happy time in England.

The Bishop said he particularly desired to thank the ladies who had made the gathering possible, and in this connection mentioned the names of Lady Stubbs, Lady Kirkpatrick, Mrs. Gompertz, Mrs. Bowden Smith, Mrs. Severn, Mrs. Edkins and Miss Duff.

Proceeding, the Bishop said that the main problem which faced them was how were they to get a living fellowship and a corporate enterprise in the Diocese. It was not easy to secure either, but of one thing he was certain and that was that a body of people acting together had a greater force than a number of isolated individuals. Asking how they were to secure this living fellowship, and corporate enterprise in Diocesan life, the Bishop said the suggestion was made that they should have a Diocesan branch of the Victoria Diocesan Association, which was started in England about 8 or 9 months ago, and that the "At Home" would provide a favourable opportunity of testing the people's feelings on the matter. The Victoria Diocesan Association in England was started at Home on St. John the Baptist's day, June 24th last. At the initial meeting two Bishops were present who presented him for consecration—the Bishop of Bradford and Bishop Lander, his predecessor. The Association was formed for the purpose of: (1), Banding together all who would interest themselves in the work of the Diocese; (2), To circulate information and stimulate interest and (3), To call forth prayer and gifts for the Diocese. The present membership numbered 457. The Association was composed of people who, to a large extent,

though not entirely, were friends of his at Home, and not so much of people who had connections with the Diocese by way of friendships, business interests, or in any other way. He hoped that that would be altered in time, and whilst he trusted his old friends would remain he was anxious that more and more people who had a living connection with the Diocese, either by having friends or relatives out here or by other interests, would become members of the Association. He hoped the Association would provide a real link with the friends at Home, and that people who left the Diocese and went Home would continue to keep up the connection. Each year there would be a rally in connection with the Association. This year it was fixed for June 13th, and it was hoped to secure Sir John Jordan as Chairman of the gathering. He trusted that in the future the rally would provide a gathering ground for people from Hongkong, Canton and other places in this part of the world.

Referring to the proposal to form a Diocesan branch, the Bishop expressed thanks to the ladies who had interested themselves in the movement and hoped that the Association was going to stand for a real and lasting fellowship. The Bishop made brief reference to the extent of the Diocese and to the interest, variety and possibilities of the work. Discussing the means by which members can help the Association, the Bishop mentioned that suggestions had been made for the holding of a working party for medical comforts for the hospital at Pakhoi (general and leper) or for the general hospital at Yunnan, the organising of a sale of work for the Diocesan Fund, the joining of a study circle for studying the problems of the Diocese, the enrolling of new members, the increasing circulation of "The Outlook" (the Diocesan Association's magazine) and the supply of literature for institutions and workers up country.

At the conclusion of the Bishop's speech enrolment forms were handed out and practically every one in the large gathering signified his or her willingness to join the branch.

GENERAL NEWS.

MURDERERS GO ON STRIKE.

At Bilbau, the persons arrested for murdering a director of blast furnaces have gone on hunger strike.

ROYAL INSTITUTION PRIZE.

The Royal Institution has awarded the Actonian prize to Professor G. E. Hale, director of the Mount Wilson Solar Observatory, for his contributions to solar physics.

THIEVES CUT TYPIST'S HAIR OFF.

During the dinner hour two men entered the office of Messrs. Jenkins and Co., manufacturers, Belfast, and because a typist would not tell them where the money was kept they seized her and cut off her hair.

SWEDISH CROWN PRINCE

RESCUES SAILOR.

The Swedish Crown Prince, taking a stroll around Stockholm harbour, noticed a man in the water who was evidently in danger of drowning. The Prince at once hastened to the rescue, and with the help of his aide-de-camp, succeeded in bringing the man safely ashore. The man, who turned out to be an English sailor from a vessel in the port, was taken into a neighbouring cafe by the Prince, who treated him to hot coffee and afterwards went in person to the police station to order dry clothes to be sent to him.

REFUSE REMOVAL.

The C.R.A.'s Complaint.

The only business of interest at the fortnightly meeting of the Sanitary Board held yesterday afternoon was the discussion on a letter received from the Constitutional Reform Association of Hongkong regarding the removal of rubbish in the Colony.

Mr. G. R. Sayer conducted the proceedings, and there were also present Mr. T. L. Perkins (Vice-Chairman), Dr. W. V. M. Koch, Dr. F. M. G. Ozorio, Dr. W. W. Pearce (Medical Officer), Mr. C. G. Alabaster, Mr. S. W. Tso and Mr. C. M. W. Reynolds (Secretary).

The letter of the Constitutional Reform Association stated that the present system of collection and removal of refuse were highly insanitary and recommended that covers be obtained for the carts. The matter had been taken up with the Colonial Secretary who advised that it should be brought before the Sanitary Board.

Mr. Alabaster said he understood from Dr. Ozorio that these covers were provided at one time, and he believed still existed, but were not used. He desired to know whether there were any special reasons why they were not used.

Dr. Ozorio mentioned that he raised the question three or four years ago, and it was then stated they were used. Since when did they cease to exist?

The Chairman replied that Mr. Trautman's answer to Dr. Ozorio's question at that time was that he was not prepared to recommend the Government to instal covers on all carts, but he would see what would be done in certain cases. The Chairman said he understood the covers were provided for a certain number of carts which had to go a long distance. He had made enquiries as to what had happened to them and all he could find out was that they did not exist now. He could only leave it to the imagination of the Board as to what occurred to them.

Mr. Alabaster moved that a small sub-committee of the Board be appointed to see what could be done in the matter. A sub-committee could much better deal with it than the whole Board. If carts had any distance to go it seemed very desirable that they should be covered.

Dr. Ozorio seconded.

The Chairman did not think the formation of a sub-committee would be of value to the Board. He proposed to make a short statement as to the reasons why they did not have covered carts and then would leave it to the Board to say whether they desired them or not. The object of his department in regard to refuse collection was this: to collect quickly and simultaneously and to get rid of the offensive stuff by the shortest possible route. It was necessary, owing to the hilly nature of Victoria, to use a number of comparatively small light carts, and they were fortunate enough to get rid of the refuse by short and direct routes to the sea. If they were compelled to carry the refuse right through the City to a particular collecting depot or incinerator there would obviously be good reason for having covered carts. For example, if refuse had to be collected from Praya East and carried to an incinerator at Pokfulam they would need covered carts. In his opinion anything which would hinder the quick removal of offensive refuse should not be recommended by the Board. It was quite clear to him that covers would be useless. They could not keep putting a cover on and off and thus wasting time in getting rid of the refuse. There

were two ways of covering. One was by having a permanent cover, Mr. Trautman had said that was so far as to say that it could involve from 30 to 50 per cent. additional personnel. With regard to temporary covers, such as tarpaulins, they would need a certain amount of hitching and fixing, and he did not think any member of the Board would seriously suggest that they should use this form of covering. The main object of a cover was to prevent the dissemination of dust. The refuse of the Colony was not dusty. If members agreed with him that a permanent heavy cover was useless, then the only other form was that of tarpaulins. They had had experience of tarpaulins before and found that a great many of them soon disappeared.

Mr. Perkins expressed agreement with the Chairman's remarks. From a fairly long experience of carts being taken down steep hills, he considered it inadvisable to add to the weight by providing permanent covers. Temporary covers had a wonderful habit of disappearing.

Mr. Alabaster, in view of what the Chairman had said, withdrew his resolution.

COMPANY REPORT.

China Provident Loan And Mortgage Co., Ltd.

The report for presentation to the shareholders of the China Provident Loan and Mortgage Co., Ltd., at the twenty-fourth ordinary general meeting to be held on Thursday, 24th March, states:

Annexed we have the pleasure to lay before shareholders a statement of accounts for the year ending 31st December, 1920.

The net earnings for the past year amount to \$132,439.99, which with \$9,852.99 brought forward from the previous year gives the sum of \$142,292.98, which it is recommended be appropriated as follows:

To place to Reserve Fund \$ 80,000.00

To pay a bonus to Staff 2,286.50

To pay a Dividend of 8 per cent. or 80 cents per share 100,000.00

To carry forward to the credit of next year's Account 10,006.48

Consulting Committee.—Mr. G. W. Barton resigned on leaving the Colony, and Mr. H. P. White was invited to take his place on the Consulting Committee. In accordance with the Article of Association Messrs. H. P. White, G. M. Dodwell and U. Poi On retire, but offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. F. Maitland and H. Percy Smith, who are eligible for re-appointment.

SHEWAN TOMES & CO., General Managers.

BRITISH SHIPS SUNK IN THE WAR.

A French Estimate.

The *Journal de la Marine Marchande*, explaining the British claims against Germany in respect of losses of merchant shipping, shows how the total demand for 8,617,515 tons gross is arrived at.

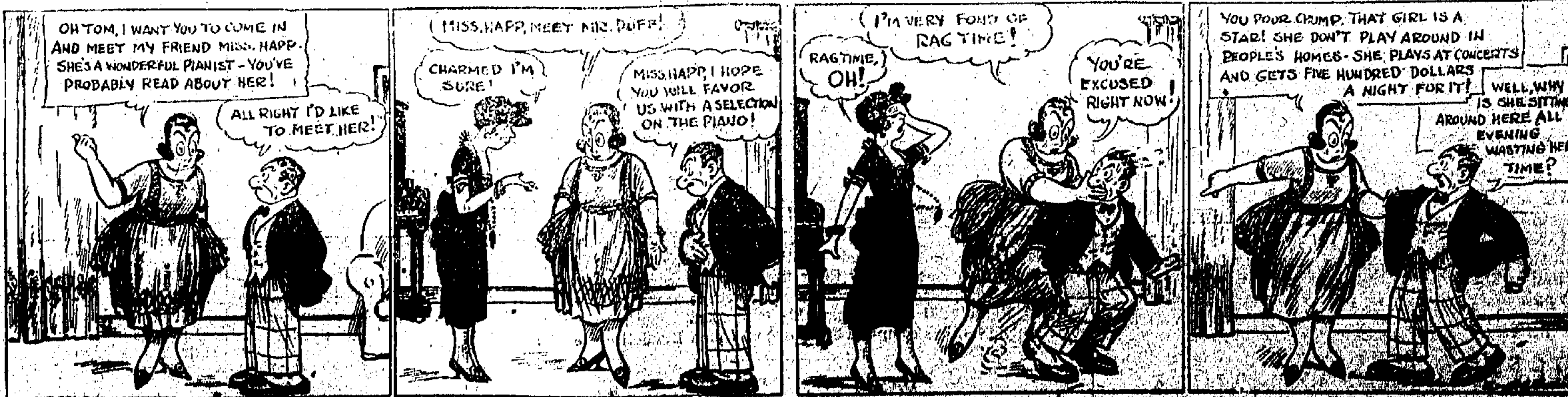
It is made up as follows:—Steamers—direct war losses, 7,745,654; gross tonnage value, £527,889,000; steamers indirect war losses, 209,851 gross tonnage, value £16,053,000.

Sailing vessels.—Indirect war losses, 121,021 tonnage, £2,463,000; neutral vessels lost while under time charter or recharter, 440,989 tonnage; value, £38,312,000.

DOINGS OF THE DUFFS

Ragtime or Nothing For Tom

BY ALLMAN



SOMETHING NEW

TEN DANCE HITS ON THE FEBRUARY
VICTOR RECORDS

- Just snap your fingers at care—Darling—Foxtrot
Paul Whitman & His Orch'
- Caresses—Medley Fox Trot—Paul Whitman & His Orch'
- Tip Top—Medley Fox Trot—Saxophones
Six Brown Brothers
- If a wish could make it so—Fox Trot
Six Brown Brothers
- If you could care—Medley Waltz—Smith's Orchestra
- Happy—One Step—Smith's Orchestra
- Let the Rest of the World go By—Waltz—Ferreira & Franchini
- My Isle of Golden Dreams—Waltz—Blue & White Marimba Band
- 12th Street Rag—Fox Trot—All Star Trio
- Dotty Dimples—One Step—All Star Trio

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the quality make it the ideal wall covering for
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handkerchief and inhaled, Cures Colds, Banishes Headaches,
Hay Fever, etc.VAPOLINE INHALANT possesses one unique feature—on
contact with the air it develops & gives off antiseptic vapours
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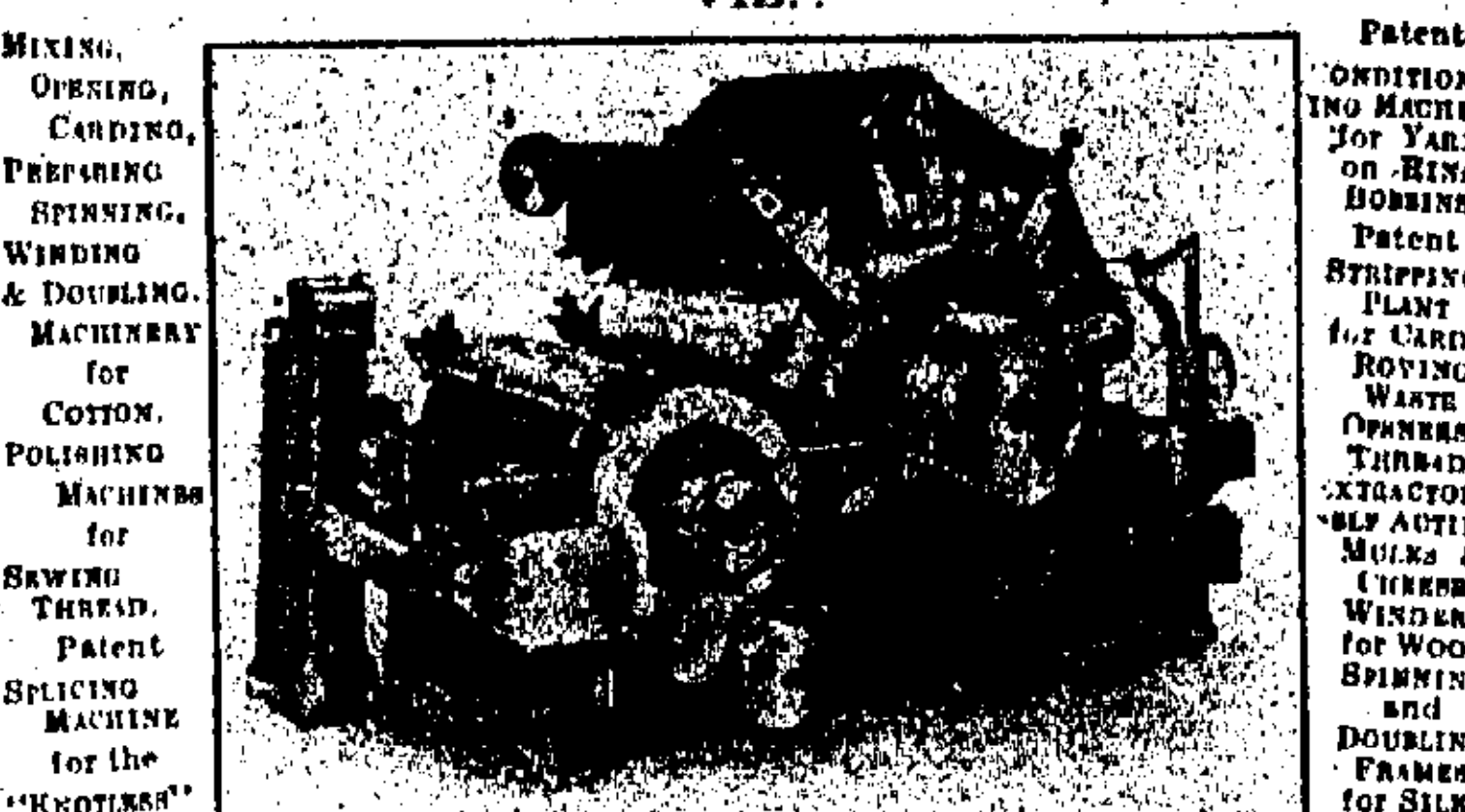
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ENGINEERING DEPARTMENT.
14 PEDDER STREET, HONGKONG.
TELEPHONE 215 & 3851.

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MAKERS OF
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COTTON, WOOLLEN & SILK TRADES,
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EQUIPPED WITH THESE SPECIALITIES.MAKERS OF
TIN ROLLERS.
FLUTED & PLAIN
ROLLERS
SPINNING &
DOUBLING SPINDLES
BINGS, etc.

IRISH UNREST.

Problem of 800 Years'
Standing.

Mr. Bonar Law, M.P., was the guest of the evening at the 239th anniversary dinner of the Edinburgh Merchant Company, held in the Merchants' Hall. Other guests included Mr. A. J. Balfour, M.P., Viscount Novar, Marquis of Linlithgow, Earl of Mar and Kellie, Lord Balfour of Burleigh, Lord Provost Chesser, and many other well-known public men. Mr. Andrew Henderson, B.Sc., the Master, presided.

Admiral Sir Herbert Heath, replying on behalf of the Navy, to the toast of "The Imperial Forces," proposed by the Viscount Novar, remarked that the Navy went far back in history. Noah was far-seeing enough not only to build his ship, but to use her as an aircraft carrier.

General Sir Francis Davies, replying for the Army, mentioned in jocular vein that while the Navy could go back to Noah, the Army could go even further back. They had records dealing with Cain, who went "over the top" to destroy the enemy.

ENEMIES WITHIN THE GATES.
Sir John R. Findlay, in proposing "His Majesty's Government," said the Merchant Company knew no politics, which, being interpreted, meant that they were glad to take anything from any Government (laughter) and that they allowed no party feeling or political bias to prevent them from opposing any legislative proposals which they considered to be contrary to their interests.

Continuing, Sir John said that in these days democracy was none too triumphant. It had enemies within the gates which hindered its activities and threatened to interfere with its powers. They would be none the worse of the infusion of a little more civility and generosity into their political philosophy.

ANTIQUITY OF IRISH TROUBLES.

Mr. Bonar Law, who was cordially received, referring to the Government's policy in Ireland said the Government did not invent Ireland. It had been a difficulty for more than 800 years. Though often before there had been agitation, and murder coupled with agitation, this was, he thought, the first time when, under the name of war, the avowed means by which their object was to be attained was the murder of the representatives of the British Crown.

"In my opinion," said the speaker, "there are only two ways of dealing with that. There is no good of using words and ignoring realities. You have either to give them what they want, or you have to assert the power of the United Kingdom over the whole of the United Kingdom. That has been our policy, and that will be our policy."

Dealing with bad trade and unemployment, Mr. Bonar Law said that to some extent the evil was bound to come after the war. He had faith in two things however—the sound sense of the people of the country and the energy and enterprise of those who conducted its industries.

NEWSPAPER FUSION.

"Globe" & "Pall Mall Gazette" Join Forces.

The following announcement appeared in the *Pall Mall Gazette* last month.

As the result of negotiations which have just been completed, the *Pall Mall Gazette* and the *Globe* will be published as one newspaper. The combined paper will be published under the title of the *Pall Mall Gazette and Globe*. The *Globe*, London's oldest evening newspaper, has passed through many vicissitudes, has had many editors, and has changed hands somewhat frequently in the last decade. Since it was first published on Jan. 1, 1803, it has appeared continuously, except for a period of 12 days in 1915, when it was suppressed and the printing plant seized under the Defence of the Realm Act.

Its two most famous features were the "By-the-Way" column and the "Turnover," a favourite with many Fleet-street contributors. The paper reached the height of its popularity under the editorship of Sir George Armstrong, with Mr. (now Sir) W. T. Madge as manager, and subsequently proprietor. Many names have been associated with the control of the *Globe* since Mr. Hildebrand A. Harmsworth acquired it in 1908.

Mr. Harmsworth relinquished his interest in the paper in 1911, and it passed to a new set of proprietors, a year later one of the chief shareholders mentioned being Mr. Samuel Samuel, M.P., of the Shell Transport and Trading Company.

The *Globe* was acquired from Mr. F. Dudley Docker, of the Metropolitan Carriage, Wagon, and Finance Company, and others in 1919 by Mr. Robert Donald. The following year the names of Mr. Laurence Lyon, the Coalition Unionist member for Hastings and Mr. C. Clarence Hatry, of the Commercial Bank of London, Ltd., were mentioned in connection with the control of the paper.

Lord Scott Dickson proposed the toast of "The House of Parliament," to which the Earl of Mar and Kellie replied for the Lords and Mr. A. J. Balfour for the Commons.

NEW METHODS.

Mr. Balfour said that party government was admirably fitted for ordinary times; but every body thought salvation lay in the Coalition Government, which was bearing a burden more prodigious than had ever been laid on one party.

He thought that the Government to which he had the honour to belong had shown itself not only fully sensible of the magnitude of its responsibilities, but not hindered in its methods of procedure, but capable of seeing that perfectly new and entirely unforeseen conditions must be met by new methods and new remedies.

Lord Balfour of Burleigh proposed "The Merchant Company," to which the Master replied, while to the toast of "The City of Edinburgh," proposed by Dr. Alexander Darling, the Lord Provost replied.

SCENES AT SWANSEA.

Interrupted "Rugger"
International.

Never in the history of international Rugby football in the United Kingdom has there been an experience such as the Scottish and Welsh players had at Swansea last month. It recalled scenes that have been from time familiar on "soccer" grounds. An extraordinary and strange sight it was to old stagers, as well as to new, to see thousands of people bursting the barricades and taking up positions on the very lines of the playing pitch. That such a thing should have been possible was a serious reflection on somebody, and whoever was to blame, the members of the Welsh Union cannot be feeling very comfortable or very happy.

It is safe to say that the Scottish Union will never again allow a side to go to Wales unless they have a good guarantee that no such disorderly conduct will be possible. The Welsh Union have, or had, a reputation as good business men, as good organisers, but in these respects they were found very much wanting on Saturday. After all, the Welsh Union must be held responsible for the breakdown in the arrangements for the match.

One of two things, it would seem, they did not do. They either did not make provision for everybody seeing who were behind the barriers, or they allowed too many people to gain access to the ground. They should have had the gates closed before the spectators became uncomfortably crowded. The previous biggest crowd inside the Swansea ground was on the occasion of the South African visit. Then, it was reckoned that just over 40,000 were inside the enclosure, and there was no trouble. On Saturday the reckoning is that between 45,000 and 50,000 people were present.

St. Helen's is an extensive enclosure, and there is at one part, a considerable distance between the touch line and the nearest spectators. It was from there that the first sign of trouble came. A parently the intruders were too far away to see in comfort. There was when the players took the field a rush for the touch line, and, having once begun, there was no knowing where the matter was to end. For a time the few hundreds who had broken the barriers were content to sit or stand behind the line, and if that had been the end of it, it would only have been a passing incident, though even at that a most unusual and undesirable one for Rugby.

A WARNING ABOUT INVERLEITH.

The happenings of Swansea will be a warning to the other Unions, and in view of the near approach of the Scots-English match at Inverleith, they will not, we may take it, be lost sight of by the Scottish people. Inverleith up to now has always been capable of meeting the demands made upon it, but it is probably going to be taxed on March 19th as it never was before. But it is impossible to imagine the happenings at Swansea taking place at Inverleith. Inverleith is not suited for such a state of things, and it lends itself to having the closure applied whenever the ground is "full."

Play, however, had not been long in progress on Saturday when there was another and a bigger rush, this time probably of people who could not see because of the previous invaders who were lining the lines. Then the playing pitch was encroached upon by many hundreds who were making for the other side of the field. Play, of course, had to cease with the pitch black with people and after some delay both sets of players retired to the shelter of the pavilion.

A serious state of matters had now arisen with a prospect of no more play taking place. That might have led to rioting. As it was, the crowd showed no suggestion of evil-doing, but why some hundreds should have gone on to the playing pitch and remained there and mixed freely with the players, it was impossible to understand. Nor did they seem the least inclined to clear away.

By that time the space in front of the Press-seats, which at Swansea are placed in the open on the grass in front of the grand stand, was fully occupied to the extent of ten or twelve deep, and the reporters could have seen absolutely nothing if they had continued to sit on their seats. If they rose, however, they ran the risk of getting ashes and

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INFECTIOUS & CONTAGIOUS DISEASES

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gravel thrown at them from the people behind, whose view was being entirely obscured. Meanwhile mounted police to the number of three, and a number of constables, set to work seriously to clear the ground. That accomplished, the players came on again, and the game was resumed, and there was no more serious break until the interval.

PRESS SEATS INVADDED.

The players did not leave the field then, and the breathing time was extended until the touch and goal lines could be cleared. At that time the crowd were right up the lines, and the Press seats and desks had been literally taken by storm, the seats being used to stand upon and the desks to sit upon. Those behind were in a worse plight than before, and again ashes and stones were thrown in the direction of the Press seats with angry cries of "Sit down, let us see the game."

It was then that T. H. Vile, the Welsh captain, came forward and appealed strongly to the crowd to behave as Welshmen and not hooligans. The appeals, however, fell on stony ground as far as they were made on behalf of the Press.

But the lines were got clear again, though it puzzled one to know what would happen if a Scotsman was to run over the Welsh goal-line for a touch down. There was no chance of running round, and there is no doubt that points were lost to Scotland on that account. But at that time Wales was attacking continuously and strongly, and the Welsh "sports," some of whom were actually squatted in front of the goal-line, no doubt felt that Scottish players would not be able to get so far again as to disturb them. But they were wrong, for just before the last whistle, Scotland, after a bad time, took up spirited attack and secured a try, the scorer, A. T. Sloan, diving in among the spectators for the touch down. It was out of the question for him to get round directly behind the posts for a try that would be sure to yield a goal, and as a matter of fact, the same thing happened when A. E. Thomson got Scotland's first try.

Prior to Sloan's score, however, there was another considerable break, and the mounted men had again to come on to the field. This time it was the touch lines that required to be cleared, and the Scottish as well as the Welsh

players appealed to the crowd to stand back. There was about ten minutes to go then, and the appeals, meeting with no response, there was a movement on the part of some of the Scottish team to leave the field and be done with the whole disagreeable matter. It was well that they did not do so. Instead of going off, the Scottish captain conferred with the Welsh captain, and shortly afterwards the game proceeded to its natural conclusion. Scotland was thereby able to claim a meritorious victory, which she could not have done had the full time not been played.

SELFISH HOOLIGANISM.

It was a disgraceful exhibition of selfish hooliganism on the part of the first breakers-in, a comparatively small body, and as their action prevented others from seeing it was soon followed by hundreds and thousands. The first break-in should have been more firmly dealt with. It will be a lesson to the Welsh authorities. In fairness to them, however, it should be stated that there seemed to be, big though the crowd was, no reason for anybody encroaching as was done.

Whether the number of police was big enough is another matter. Had everything gone on peacefully, according to the book, the police present would have been a ample, more than ample, but when the disorder arose the police were not nearly strong enough for the requirements. A dozen mounted men, instead of a paltry three, would soon have pushed back the crowd, whose conduct appeared to be inexcusable. There seemed no reason whatever for encroaching on the field of play either as regards the touch or the goal lines. Fortunately it was not a bad tempered crowd. They were not out for mischief in the way of doing damage, but merely to see the game in some measure of ease and comfort. The delay in all amounted to nearly forty minutes.

THE LICENSING QUESTION.

The public House Trust Companies have passed a resolution expressing the opinion that it would be detrimental to the well-being of the population to revert to the old conditions of the licensed trade, and urging the appointment of a Royal Commission, on whose report a new Bill should be drafted.

TYRES! TUBES! TYRES!

NEW SHIPMENT JUST RECEIVED.

Prices of Tyres and Tubes.

Size.	Make.	Prices.	
		Tyres.	Tubes.
		\$ C	\$ C
28 x 3	Fisk (Clincher-Motor cycle)	25.00	9.000
31 x 4	Fisk Clincher	60.00	13.00
31 x 4	Sioux (Clincher)	80.50	13.50
33 x 4	Dunlop (Straight side)	75.00	13.50
33 x 4	Sioux (Straight side)	88.50	13.50
34 x 4	Fisk (Clincher Pain tread)	60.00	15.50
34 x 4	Fisk (Straight side) N.S.	70.00	15.50
34 x 4	Sioux (S.S.)	90.00	15.50
34 x 4	Dunlop (S.S.)	95.00	15.50
35 x 4	Dunlop (Clincher)	95.00	16.00
35 x 4	U.S. Chan (S.S.)	100.00	16.00
37 x 5	Dunlop (Clincher or S.S.)	130.00	20.00
815 x 105	Sioux Clincher	75.00	14.00
880 x 120	Sioux (Clincher)	105.00	17.50

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HONGKONG GYMKHANA CLUB.

The following resolution was proposed and passed unanimously at the Meeting of Members held on 2nd March.

"That the Hongkong Gymkhana Club be wound up and that the Hongkong Jockey Club take over all Assets and Liabilities of the Hongkong Gymkhana Club."

A Meeting of Members of the Hongkong Gymkhana Club will be held at the office of the Jockey Club, in Hongkong Club Annex, at 12.50 p.m. on Friday, March 18th for the purpose of confirming the above resolution.

NOTICE TO CONSIGNEES.**STRUTHERS & DIXON, INC.****"WEST JENA"**From SAN FRANCISCO
THE Steamship**"WEST JENA"**

having arrived from San Francisco via ports, on 16th March, 1921 consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 22nd March, 1921, by the Company's Surveyors, Messrs. Carmichael and Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 23rd March, 1921, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.

Agents.

For Div. of Opr.

**U. S. Shipping Board
EMERGENCY FLEET
CORPORATION.**

Hongkong, 16th March, 1920.

NOTICE.

Mr. Bryon Alexander of Vancouver (Canada), has on sale at Wm. Powell Ltd. for three days his samples of Canadian Furs.

These Furs are very choice Alaska Mink, Sable, White & Black Fox also Mole.

The Mink coats are of the finest quality and all these samples are less than half price.

HONGKONG FIRE INSURANCE COMPANY LIMITED.**NOTICE TO SHAREHOLDERS.**

The Fifty-second Ordinary Meeting of Shareholders will be held at the Offices of the undersigned at Noon on Wednesday the 30th instant.

The Transfer Books of the Company will be closed from the 16th to the 30th instant, both days inclusive.

At this Meeting a Resolution will be proposed dealing with the remuneration to the Consulting Committee.

JARDINE MATHESON & CO., LTD.
General Managers,
Hongkong Fire Insurance Co., Limited.
Hongkong, 10th March, 1921.

REPULSE BAY HOTEL.

The approach roads to the above Hotel are closed temporarily for the purpose of regrading. Patrons are, therefore, kindly requested to use the steps opposite the main entrance until completion of such work.

CHINA SUGAR REFINING COMPANY LIMITED.**NOTICE.**

The Forty-Third Ordinary Annual Meeting of the Shareholders of the above Company will be held at the Offices of the General Agents, Pedder's Street, on Friday the 18th March at 11.00 a.m. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December 1920.

The Transfer Books of the Company will be closed from the 4th to 18th March, both days inclusive.

JARDINE, MATHESON & CO., LTD.

General Agents.

Hongkong, 18th February, 1921.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Monday, the 21st March, 1921, commencing at 11 a.m.

at their Sales Rooms, Duddell Street

A Quantity of Tea and an Assortment of Provisions (More or less slightly damaged by water)

Terms:—Cash on delivery.
LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 18th March, 1921, commencing at 11 a.m.

at their Sales Rooms, Duddell Street

292 Bags Tapioca Flour
Terms: Cash on delivery.
LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Saturday, the 19th March 1921, commencing at 11 a.m.

at their Sales Rooms, Duddell Street

(For account of the concerned)

93 Bolts Birkmyres Patent Tarpaulin Canvas

16 Bolts Birkmyres Patent Cloth for Motor Car Covers.

104 Bolts Flax Canvas Nos. I, II & III

35 Bolts Woodberry Cotton Canvas Nos. I, II & III

5 Bolts Woodberry Cotton Duck 8 oz.

Also
A Quantity of Marline, Houseline & Hambroline

On view from Friday, the 18th inst.

Terms: Cash on delivery.
LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 18th March, 1921, commencing at 11 a.m.

at their Sales Rooms, Duddell Street.

A Quantity of Miscellaneous Goods

Comprising:—
Motor Car Tyres (various sizes), iron safes, enamel, paint, iron ropes, safety razors, assorted brushes, etc. etc.

Terms: Cash on delivery
LAMMERT BROS., Auctioneers.

TRANSPORTES MARITIMOS DO ESTADO.

FOR GENOA, MARSEILLES AND LISBON VIA SAIGON, SINGAPORE, MORMUGAO, SUERZ AND PORT SAID.

The s.s. "QUELIMANE" will be despatched as above on Monday, the 21st March at noon.

This steamer has excellent accommodation for 1st and 2nd class passengers and is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice & Fresh Provisions &c.

Electric Fans in the State Rooms and Electric Light throughout. A duly qualified Doctor is carried. Wireless Telegraphy fitted.

For Freight or Passage apply to:—

J. M. DA ROCHA & CO., Agents.

Hongkong, 12th March, 1921.

THEATRE ROYAL.

TO-NIGHT TO-NIGHT TO-NIGHT

For a short Season only

W. BARNARD

presents his new

LONDON MUSICAL COMEDY CO' 1921

assisted by the

LONDON BEAUTY CHORUS

In the latest

LONDON & NEW YORK SUCCESSES.

To-night and To-morrow night	The Musical Revue "HAREM BELLS."
FRI. & SAT. 18th & 19th	"PEACHES & CREAM"
SAT. 19th	REDUCED PRICE MATINEE at 4.30

PLANS NOW OPEN AT MOUTRIE'S

Plan will be open from 5.15 to 7.30 p.m. at the HONGKONG HOTEL COUNTER

Prices \$4, \$3 & 1. Matinee \$3, \$2 & 1. Sailors, Soldiers & Children Half Price to Matinees only.

Madam Keeler will show the latest Frocks, Hats, Fans & Lingerie direct from Paris at the Theatre Royal Stage Entrance Daily from 10 a.m. to 1 p.m. & 2 to 5 p.m. throughout the Season.

NOTICE.**THE CHINA PROVIDENT LOAN & MORTGAGE CO. LTD.**

The Twenty-Fourth Ordinary Annual Meeting of Shareholders in the Company will be held at the Offices of the Company, St. George's Building, No. 6, Connaught Road, on Thursday the 24th March 1921, at 11 o'clock a.m.

For the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December 1920, and electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be closed from Thursday the 17th March 1921 until Thursday the 24th March 1921, both days inclusive.

SHEWAN TOMES & CO., General Managers

HONGKONG HOTEL CO., LTD.

NOTICE is hereby given that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in the Company will be held at the Comptroller's Hotel, Hongkong, on SATURDAY, 19th MARCH, 1921, at Noon, for the purpose of receiving the Report of the Board of Directors, together with a Statement of Accounts for the year ending 31st December, 1920.

By Order of the Board of Directors,
J. H. TAGGART, Manager.

Hongkong, 2nd March, 1921.

CONCERT.

The St. Andrew's Church Men's Association will give their third Concert in St. Andrew's Church Hall, Kowloon, this evening commencing at 9 p.m.

Many well-known Artists are giving their services, including Lena and Tedi, Mr. Cyril Alan, and Professor Gonzalez.

Admission will be free.

HONGKONG JOCKEY CLUB

The First Gymkhana is fixed for Saturday April 2nd 1921.

Draft Programmes and Entry Forms may be obtained at Race Course, Hongkong Club, and Causeway Bay Stables. Entries close Wednesday, 23rd March, 1921.

WAR MEMORIAL.**SUBSCRIPTION LIST.**

For the erection by Public Subscription, of a building to be run on Y. M. C. A. lines, to be called the "War Memorial Institute" and to be managed for the joint use of the Navy, the Army and Civilians by a Joint Board of Directors.

A portion of the sum raised will be devoted to the erection of a permanent stone memorial which will be put in hand at an early date.

Lists may be found at:—

Messrs. Lane Crawford

Messrs. Kelly & Walsh

Messrs. Moutrie

Messrs. Wm. Powell Ltd.

The Hongkong Club

The Hongkong Cricket Club

The Club Lusitano

The Engineers' Institute

The Victoria Recreation Club

The Kowloon Cricket Club

The Kowloon Bowling Club

The Peak Club

The Club de Recreio

The Craigengower Club

M. J. BREEN,

Hon. Secretary War Memorial Committee.

NOTICE.**THE HONGKONG & WHAMPOA DOCK COMPANY LIMITED.**

Notice is hereby given that the Ordinary Yearly Meeting of Shareholders will be held in the office of the Company, 2 Queen's Buildings, Hongkong, on Tuesday 29th March 1921 at noon for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December 1920.

The Share Register and Transfer Books will be closed from the 19th to the 29th March 1921 (both days inclusive).

By Order of the Board of Directors,
R. M. DYER,

Chief Manager.
Hongkong 7th March, 1921.

HONGKONG BOXING ASSOCIATION

Next Tournament.

MING YUEN GARDENS.

THURSDAY, 24th March.

Main Event

Welterweight Championship.

"Sky" Kerrison v. Seaman

(Holder)

Codlings (Runner up Fleet champion 1920)

Booking Moutrie, MONDAY 21st Members only (on production current membership cards).

TUESDAY to THURSDAY, 22nd to 24th

General Public.

Special Trams will be run.

NEW ADVERTISEMENTS.**HONGKONG GENERAL CHAMBER OF COMMERCE.**

The Annual Meeting of the Members of the Hongkong General Chamber of Commerce will be held on Tuesday, March 29th, 1921 at 4 o'clock precisely, in the Chamber of Commerce Room, Chartered Bank Building, for the following purposes:—

1. To receive the Report and Accounts of the Committee for the year ended 31st December, 1920.
2. To elect a New Committee.
3. To transact any General business.

By Order,

E. A. M. WILLIAMS,
Secretary.

Hongkong, 15th March, 1921.

HONGKONG GENERAL CHAMBER OF COMMERCE.**CHINESE LANGUAGE SCHOOL.**

A New Class for "Beginners" will commence on Monday, April 4th, 1921, if sufficient support be forthcoming.

Application for enrolment and enquiries regarding hours of School, Fees, etc., should be made to the undersigned as early as possible.

By Order,

E. A. M. WILLIAMS,
Secretary.

Hongkong, 15th March, 1921.

THE ASSOCIATION OF EXPORTERS & DEALERS OF HONGKONG.

The Annual Meeting of the Members of the Association of Exporters and Dealers of Hongkong will be held on Wednesday, March 30th, 1921, at 4 p.m. precisely, in the Chamber of Commerce Room, Chartered Bank Building, for the following purposes:—

1. To receive the Report and Accounts of the Committee for the year ended 31st December, 1920.
2. To elect a New Committee.
3. To transact any general business.

By Order,

E. A. M. WILLIAMS,
Secretary.

Hongkong, 15th March, 1921.

ROYAL HONGKONG YACHT CLUB.

Members are hereby notified that the following dates have been arranged for the remaining sailing events:—

MARCH.

Sat. 19th Commodore's and Vice-Commodore's Cups for racing yachts.

Sun. 20th Fifth and last Championship Event for Cruisers.

Sat. 26th Races for Racing Yachts and Cruisers under the auspices of the V.R.C.

Sun. 27th Race for presented Cups for Racing Yachts.

Mon. 28th Races for Racing yachts and Cruisers under auspices of V.R.C.

APRIL.

Sat. 9th Races for boats placed not higher than 2nd in the Championships for racing yachts for "Also Ran" cups presented by the Commodore and Capt. Arthur.

Sun. 10th Commodore's and Vice-Commodore's Cups for Cruisers.

Sun. 17th Race for "Presented Cups" for Cruisers.

The following handicaps are fixed for the Commodore's and Vice Commodore's Cups race.

H'Cap & One Designs		H. Heys & Gaels	
DIANA	SCRATCH	URSULA	SCRATCH
ROLLA	10 Secs.	DAWN	45 Secs.
ORION	35 "	TOINETTE	45 "
LODOWEA	45 "	SIRIUS	50 "
GLADYS	55 "	GAEL	50 "
SONIA	55 "	JOAN	50 "
ALISA	120 "	LOLA	60 "
BONITO	120 "	VIKING	60 "
DAPHNE	120 "	THECLA	60 "
HALCYON	120 "		

BLUNDELL, SPENCE & CO., LTD.

WHITE ZINC, WHITE LEAD & COLOURED PAINTS & OILS ARE DESERVEDLY FAMOUS.

ANTI-FOULING & ANTI-CORROSIVE SHIPS' PAINTS.

ARE OF PROVED SUPERIORITY

OFFICE:—
QUEEN'S BUILDINGS.
TEL. No 673.

Represented by **THE ANGLO-CHINESE ENGINEERS' ASSOCIATION LTD.**
(A.C.E.A.L. REISS & CO.)
REISS BROS. LTD.

SHOW ROOMS:—

Nos. 15 & 16 CONNAUGHT RD., C.I.L.
TEL. No. 3226.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.LONDON SERVICE
(Direct)

"KEEMUN" 16th Mar. London, Rotterdam & Hamburg
 "NINGCHOW" 5th Apr. London, Amsterdam & Antwerp
 "THESEUS" 12th Apr. London, Rotterdam & Hamburg
 "ATREUS" 19th Apr. London, Amsterdam & Antwerp
 "ELPENOR" 26th Apr. London, Rotterdam & Hamburg

LIVERPOOL SERVICE
(Direct or via Continental Ports)

"TELAMON" 22nd Mar. Havre & Liverpool
 "KT. of the GARTER" 28th Mar. Genoa, M'les, L'pool & G'gow
 "IDOMENEUS" 13th Apr. Havre & Liverpool
 "AJAX" 19th Apr. Genoa, M'les, L'pool & G'gow

PACIFIC SERVICE
(via Kobe and Yokohama)

"TALTHYBIUS" 16th Mar. Victoria, Seattle & Vancouver
 "TYNDAREUS" 6th Apr. " " " "
 "PROTESILAUS" 4th May " " " "

NEW YORK SERVICE
(via Suez or Panama)

"LAERTES" 27th March via Suez
 "IDOMENEUS" 13th April for Liverpool
 "PYRRHUS" 3rd May for London
 "ANCHISES" 21st June for London
 "TERESIAS" 7th July for London

For Freight and all Information Apply to

BUTTERFIELD & SWIRE
AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship
"ALLOWAY"

having arrived from New York via ports, on 15th inst., consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and or Extra-Hazardous Godowns of The Hon. Shan Godown Co., 16 & 17 Kennedy Town Fray, Hongkong, and stored at consignee's risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 2.30 p.m. on 21st inst. by the Co's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claim will be recognized after the goods have left the Godowns, and cargo undelivered on and after 22nd inst. 1921, will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board
Emergency Fleet Corporation

BARBER STEAMSHIP

LINES, INC.

Managing Agents.

The Admiral Line.

5th Floor Hotel Mansions.

Hongkong, 14th March, 1921.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.Consignees per Co's Steamer
"IDOMENEUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 15th March.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 21st March, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 4th April, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 14th March, 1921.

W. S. BAILEY
& CO., LTD.ENGINEERS & SHIP-
BUILDERS, HOK UN
KOWLOON.HARBOUR REPAIRS
Call Flag "L"Sole Agents for
"KELVIN MOTORS."
Motors from 12 H.P. to
50 H.P. now in stock
also spare parts.Works ... Tel. K.21.
Manager ... K.329.
Secretary ... K.369.
Harbour Engineer ... K.28.
Telegrams "SEYBOURNE."

CONSIGNEES.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS

From LEITH MIDDLEBRO,
LONDON AND STRAITS.
The Steamship

"BENLAWERS"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 26th March, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON

& Co. Ltd.

Agents.

Hongkong, 14th March, 1921.

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

From HAMBURG, ANTWERP
via BOMBAY.

THE Company's Steamship

"ATLAS MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 22nd inst., will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA,
Y. YASUDA,
Manager.

Hongkong, 16th March, 1921.

THE INTERNATIONAL
MERCANTILE MARINE.The Question of British
Tonnage.

Although 94 per cent. of the stock of the International Mercantile Marine is American-owned, 87 per cent. of its more than 1,000,000 tons of shipping is under foreign register, Mr. P.A.S. Franklin, president of the company, told the Shipping Board at an inquiry into an agreement between the company and the British Government, dating back to 1903.

Of the 87 per cent. foreign register tonnage, Mr. Franklin said, 85 per cent. was under the British flag and 2 per cent. Belgian. These ships were subject, he added, to requisition and operation in war times by those Governments.

A clause of the agreement providing that the company would not pursue a policy prejudicial to British commerce or trade, the witness said, applied only to British register tonnage.

The company had sought to dispose of its British tonnage, Mr. Franklin added, but changed its plans in compliance with a request from President Wilson. DIRECTORS MUST BE BRITISH.

Under examination by Commissioner Suter, Mr. Franklin said there was a clause in the agreement providing that a majority of the directors of International Mercantile Marine's subsidiary companies in England must be British subjects.

"But," he said, "we own the stock here in America and we elect them."

The inquiry was prompted by a statement made by Chairman Jones of the Senate Commerce Committee that the International Mercantile Marine had entered into a twenty-year agreement to "pursue no policy injurious to the interest of the British Mercantile Marine of British trade."

AMERICANS OWN BULK OF STOCK.

Mr. Franklin said the agreement had been made public "in every possible way," and was sent to William Denman, then chairman of the Shipping Board, in March, 1917, and later in 1919 to Judge Payne as chairman, and Bainbridge Colby as a member of the board.

It was published in 1903, Mr. Franklin added, in the annual report of the Commissioner of Navigation.

The witness said he challenged any statement that the company was not "100 per cent. American." He submitted shareholder lists which he said showed 94 per cent. of common and preferred stock in American hands, while foreign holdings were divided less than one-half of 1 per cent. to England, 5 1/2 per cent. to Holland, and small fraction of 1 per cent. to other European and some South American nations. There were 5,605 Mr. Franklin said.

BRITAIN HAS NO CONTROL.

"The British Government has no control or ownership in the International Mercantile Marine," he added, "in any way, shape, or form. The International Mercantile Marine has paid more than \$30,000,000 to its American stock owners and not a cent has been paid to any foreign stockholder."

"Our position," he declared, "is to make clear that the International Mercantile Marine is an American company, operated in the interest of American shipping. That has been its policy pursued from the beginning, while the underlying principle has been the upbuilding of the American mercantile marine. It has British tonnage which it attempted to sell, but was prevented from doing so by the United States Government."

ATTENTION LADIES!

OUR FRENCH AGENTS HAVE JUST SENT US A
SHIPMENT OF

PERFUMES & TOILET WATERS

OF THE HIGHEST ORDER.

ALL WELL KNOWN BRANDS ARE REPRESENTED.

MAKE YOUR OWN CHOICE.

THE SINCERE COMPANY, LTD.



SHIPPING NEWS.

SHIPPING JAPANESE.

Shippers are now inclined to charter their ships, instead of running them on their own account. The Hashimoto Kisen Kaisha has turned to the principle of chartering again. Meanwhile, the Sydney-maru of 6,369 tons and Raifuku-maru of 9,081 tons, of the Kokusai Kisen Kaisha, which have returned from Europe, are lying idle.

SHIPYARD WAGES.

The shipbuilding employers have declined to grant the long-standing claim of the shipyard workers for an increased wage of sixpence an hour. This decision was announced by Sir Alexander Kennedy, president of the Shipbuilding Employers' Federation at a conference in London between the Federation and the group of trade unions represented by the Federation of Shipbuilding and Engineering Trades. The adverse condition of trade was given as the reason for the employers' attitude. The trade unions' representatives brought forward a proposal by which their members' wages would remain stable until the end of June, and this was also rejected by the employers. "We shall be meeting the employers again in the ordinary course on other questions," said Mr. Frank Smith, secretary of the Men's Federation, at the close of the conference, "but so far as action in regard to the recent wages claim is concerned, I do not think we shall pursue the matter any further, despite the refusal." A subsequent report states that the unions have applied to the Ministry of Labour for an inquiry into the industry.

NOTICE TO MARINERS.

Notice is given that on or about the 1st April 1921 the existing North-east Shantling Promontory Light will be discontinued and the work of installing a new lighting apparatus will be commenced. During the time that these alterations are being made two provisional lights will be exhibited from the gallery of the Lighthouse, one being on the east side and one on the west side of the tower. These provisional lights will each show a white light occulting every 5 seconds, thus:—Light 1 second, Eclipse 4 seconds, and are so arranged that one or other of the lights will be visible all round in clear weather for a distance of about 10 miles, except where obscured by Alceste Island and by peaks on the mainland as recorded in the "List of Lighthouses." Mariners are warned that during the time the provisional are exhibited the red sector characteristics for this Light-station will be discontinued. The installation of the new light is expected to be completed by about the end of May, due notice of the new light will be Group Lightning Flashing and will show two lightning flashes in quick succession every 15 seconds, the red sectors as laid down for the present light being retained for the new light.

CLYDE CESSION.

The Lloyd Royal Belge Shipbuilding Company, Glasgow, has paid off 800 shipyard workers and decided to cease work.

THE TYNE LOSING ORDERS.

A Jarro message says: Vessels are leaving the Tyne to complete in Continental ports owing to the continuance of the shipyard joiners' strike.

TELEGRAPHIC COMMUNICATION AMONG DUTCH E. I. ISLANDS.

Telegraphic communications are to be established among the islands of the Dutch East Indies by the government of the Netherlands.

SHIPPING BOARD PROHIBITS ITS WITHDRAWALS.

The U.S. Shipping Board has refused permission for the withdrawal of Government vessels allotted to the North Atlantic for service on the Atlantic and Pacific coasts.

ALLEGED DISCRIMINATION AGAINST JAPANESE TONNAGE.

The Japan Shipowners' Association is urging the necessity of the abolition of unreasonable discrimination against Japanese vessels which they contend, happens very often in foreign ports.

NEW N.Y.C. PRESIDENT

According to the *Mainichi*, the Nippon Yusen Kaisha has decided to promote Mr. Ito Yonejiro, the Vice-President, to the Presidency, in place of the late Baron Kondo, and has obtained an understanding from various directions.

PIRACY ON THE YANGTZE.

The MacKenzie & Company's steamer Dahtuen, which plies between Wansien and Chungking, on the Upper Yangtze, was attacked recently by a band of pirates when about 20 miles below Chungking, and after an exchange of shots, escaped by dropping her anchor with some 30 fathoms of chain, and slipping down the river. In the quick start a crankshaft was split, and the vessel was forced to limp into Chungking on one engine.

DESERTERS IN U.S.

So many Europeans have taken advantage of an alleged loophole in the American Seaman's Act, Galveston (Tex.) steamship agents assert, that numbers of foreign steamship operators are adopting this precaution of bonding their sailors to complete round-trip voyages to America. The local agents declare that deserters from vessels flying foreign flags are beyond the reach of the United States immigration authorities. If the sailor, upon being taken into custody, states that he intends to sail on the "first available ship" the immigration authorities have no alternative, under the provisions of the Seaman's Act, but to free him. Then, although an attempt is made to keep the sailor under surveillance, the deserter frequently manages to make good his escape. It is asserted that in this way riffraff from Russia, Germany and other European countries finds comparatively little difficulty in getting into the United States.

GOEBEN AND BRESLAU.

Admiral Milne on Their Escape.

Admiral Milne has given the following account of the escape in the early days of the war of the German warships, the Goeben and the Breslau: On Monday August 4 I received instructions from the Admiralty. A significant clause was "but the Goeben is your objective." That order clearly indicated that two immediate objects were being pursued simultaneously, the watch upon Austria and Italy in the Adriatic and the watch upon the Goeben, and that of the two the watch upon the Goeben was more important. There were also to be fulfilled earlier instructions to protect the transport of the French African army and to avoid being brought to action by superior forces. During the day of August 4, the battle cruisers Indomitable and Indefatigable shadowed the Goeben and Breslau from the Algerian coast towards the East. At 5 p.m. on Tuesday, August 4 about the time when the two battle cruisers lost sight of the Goeben, I received authority from the Admiralty to engage the German vessels should they attack the French transports. Occasion did not arise and the order was cancelled in a telegram received two hours later informing me that the British ultimatum presented to Germany would expire at midnight and that no acts of war should be committed before that hour. At 6 p.m. on the same day I received information from the Admiralty that Italy had declared a strict neutrality which was to be rigidly respected and that no ship of war was to pass within six miles of the Italian coast. The effect to that order was to bar the Straits of Messina presumably to both belligerents but certainly to British ships. Therefore, if the Goeben and Breslau entered the Straits they could not be followed.

After having detailed the dispositions made of ships under his command he says: As my instructions strictly forbade me to enter the Straits of Messina I was obliged in order to take up the requisite position to come down the west coast of Sicily. In the meantime at 11 p.m. on Thursday August 6, I had received a telegram from the Admiralty ordering if the Goeben went south to follow her through the Straits of Messina which I had hitherto been forbidden to enter. Unfortunately by the time the new instructions reached me it was too late to fulfil them. I was then off Maritime Island, West of Sicily, and to return to Messina would have involved traversing two sides of a triangle instead of one which I still had to traverse.

£5,000 came from boxing contests. MR. J. H. THOMAS, M.P.J.P. Mr. J. H. Thomas, M.P., has taken his seat as a member of the Penge Bench of Justices.

FRECKLES AND HIS FRIENDS

They Mean The Grand Canyon

BY BLOSSER.



SPARKLING MINERAL WATER.

PYERIS

An exact production of the water of a famous European

Spa—Blends perfectly with Wines and Spirits—

especially Whisky.

"A little learning is a dangerous thing,
Drink deep, or touch not the Pyerian Spring.
There, shallow draughts intoxicate the brain,
and drinking deeply sobers us again."

POPE.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 16, 1921.

NAVAL POLICIES.

As a result of the war, the German Navy is practically non-existent. That, we presume, is the main factor which has encouraged the British Admiralty to recommend, in the new estimates, a considerable reduction both in men and ships of the Navy. It is proposed that we should have fewer capital ships, almost half of the reduced number to be in reserve; that certain overseas squadrons should be reduced; and that the personnel should be cut down to 121,700. Last year's estimates, it is worth recalling, provided for a personnel of 136,000, whilst at the time of the Armistice there were more than 407,000 officers and men in the senior service. A comparison of these figures will show the steady cutting-down that has been effected since the war.

But though we are to have a smaller Navy if the new estimates are approved by Parliament, it is reassuring to know that there is to be no sacrifice of efficiency. Indeed, it is clear from the memorandum issued by the Admiralty that the highest possible standard is to be aimed at. The experiences of the war have taught us that many of our finest ships are rapidly becoming obsolete. The new programme will aim at the replacement of these by better types. All the same, the economies advocated are described as drastic, and it is plainly stated that we intend assuming risks which in ordinary circumstances it would be difficult to reconcile with the full maintenance of the Government's declared policy. The presumption, of course, is that the times are abnormal—and they are, in the respect that there is a growing tendency to find ways and means of putting a stop to foolish naval rivalry. With that feeling the British Government is in full sympathy; witness the outspoken declaration of its hope that it may be possible, as a result of frank and friendly discussion with the principal naval Powers, to avoid anything approaching competitive building. This official statement, coupled with the steady naval reductions carried out since the war, shows unmistakably that Britain is prepared to respond sincerely and generously to the hints recently thrown out for a naval understanding between the Great Powers. And in this connection it may be noted that the Navy League, formerly a keen advocate of an all-powerful British Navy, in a recent memorandum on naval policy urged Britain and America to give the lead in proposing a conference between all those Powers whose geographical positions impose upon them the guardianship of the seas, and to decide in what way this joint guardianship may best be carried out.

The Navy is, of course, the life-blood of the British Empire. It must ever be able to guarantee the security of the seas. But with the changed conditions brought about by the war it is evidently possible to exercise a large measure of economy and still not detract from its value. What it is comforting to feel also is the fact that there is to be better co-operation between the Motherland and the Dominions in naval matters. This, together with concentration on general efficiency, should make the future safe. Meantime, the hope expressed by the Government that a stop may be put to competitive building will be echoed in all parts of the world where a long and lasting peace is desired.

NOTES & COMMENTS.

No More Secrets.

Science, not content with elucidating the phenomena of the universe, such as in the Theory of Relativity, is directing its attention more and more upon poor humanity in a disconcerting as well as in a beneficent sense. Some years ago it was reported that an investigator had devised an appliance for detecting the emotions, apparently by a photographic process on the X-ray principle. Perhaps people with secrets were relieved at the non-materialisation of this wonder. The same idea, in a different form, is used in one of the novels of that adept in sensational fiction the author of "The Exploits of Elaine." Probably most people would judge Mr. Reeve's inventions to be pretty well the limit in extravagance. Nevertheless, something akin to the apparatus which he puts into the hands of his specialist detective, Craig Kennedy, was exhibited in London last month at a lecture given before the Royal Institution by Dr. Augustus D. Waller, director of the Physiological Laboratory at London University. The psycho-indicator is called simply a galvanometer, which, as used for measuring electric currents, is an old friend. It has now been adapted to a new purpose, so that the instrument records with startling precision the degree to which a person is moved by his thoughts and feelings. You give yourself away by allowing the palm of your hand to be connected with the galvanometer. It then proceeds to register your emotions, and you can watch their fluctuations in the movements of a spot of light on a screen. In an ordinary normal person it is only the palm of the hand, and not any other part of the skin of the upper extremity, which reveals the emotions. What happens is that invisible, ultramicroscopic pores in the membrane of the palm more or less suddenly dilate with the emotional impulse, just in the same way that we see the pupil of the eye dilate. There is a fairly sudden augmentation of electrical conductivity, and this is conveyed to the sensitive apparatus that will show your emotional reaction to a given stimulus. A good many people are very clever in the art of concealing their feelings, but you cannot deceive it is cold, stern instrument, says the report. It doesn't seem quite a fair test, though, for the average person's emotions would be considerably affected by the knowledge that the automatic psycho-analyst was at work.

Mammoth Purses.

An old saw has it that a man is worth what he can get, which may be a crude statement of the economist's law of supply and demand, or it may have a rather different meaning. On this argument boxers who can command a purse of something over \$100,000, as in the case of the Jeffries-Johnson contest, or something like \$500,000, as is reported to have been offered for the Dempsey-Carpentier slam, are fully entitled to that degree of remuneration. There is, in fact, according to this species of logic, no room for discussion; the fact of the purses being offered proves the performers' command of such terms, consequently nothing remains to be said. We cannot altogether subscribe to this view. An article in a London athletic publication, *Sports and Sportsmen*, predicts that sooner or later the extravagant purses now demanded will be the end of professional boxing. The signs don't exactly point that way, but the objection was worth raising. Within the memory of men who consider themselves still young, a boxer needed to have reached the topmost pedestal to qualify for four figures sterling. The old Ormonde Club set up a record at Home when it offered £2,000 at the time of the keen competition for a contest between two such redoubtable exponents as Sullivan and Slavin. This, we believe, was the amount paid by the National Sporting Club for the encounter between the latter and Peter Jackson. Even in America, and at a later date, when such giants of the game as Fitzsimmons, Corbett, and Jeffries were to the fore, the sums, speaking without the book, did not go much beyond \$30,000 or \$35,000. On the continual bids sending the prize up to six figures for the Jeffries-Johnson match, those not under the spell of infatuation—nearly everybody was, it must be admitted—thought that sanity had been lost sight of. Now we find this amount obscured, which is surely irrational, allowing that fighters, like other people, are

DAY BY DAY.

EVEN WHEN LIVING IS HIGH
NO-ONE WEEPS BECAUSE HE
DIDN'T LIVE A HUNDRED YEARS
AGO WHEN IT WAS MUCH
CHEAPER.

Mr. G. M. Bosworth, of the C. P. O. S., accompanied by Mrs. Bosworth, left by the Korea Maru yesterday.

Mr. D. M. Biggar, the General Manager of the Asia Banking Corporation, is back again in the Colony after a holiday in the States.

Amongst the passengers who left by the Korea Maru yesterday were Mr. and Mrs. H. T. Jackson, Mr. W. Adamson and Mr. J. D. Danby.

Yesterday's health return shows four cases of small-pox (three Chinese, fatal, and one Indian), and one fatal case each of diphtheria, enteric fever and cerebro-spinal fever (all Chinese).

In jumping from a moving tramcar at Connaught Road West, a Chinese woman, 47 years of age, was fatally injured. Shortly after her removal to Hospital she succumbed to the injuries she had sustained.

The Governor General of the Philippine Islands will not be appointed until Major General Leonard Wood returns from the Philippines and makes a report to the President on conditions there. General Wood is expected to return from the Philippines during the summer.

The West Jappa, arriving here yesterday, brought the crew of a listing junk which was sunk in a collision with the steamer. After being thrown into the sea, the five members of the crew were rescued by the steamer. The accident took place 14 miles south-west of Chihang Point.

The owner of a fishing junk and two members of his crew were, at the Police Court this morning, charged, the former with being in possession of two revolvers and a curiously long barrelled pistol, and the latter with being rogues and vagabonds. The charges, which were essential for the purposes of the Police in enabling them to detain the prisoners for investigation, are regarded as temporary ones, as the Police are said to trace a certain connection by the prisoners with a piracy which took place aboard the Kong Hong some months ago, and in which the pistol in question played a prominent part. The Chief Detective Inspector and the Assistant Superintendent of Police are cited as being actively interested in the case, and for the purpose of fresh examination the prisoners, who were charged before Mr. G. N. Orme, were remanded.

affected by the costs of living. Tommy Burns' stipulation for £6,000 seems sufficient to mark the reasonable limit, even without the further stipulation of "win, lose, or draw." If the public will pay . . . ? Oh, yes, the public must learn reason too, and a continuation of the prices being charged for admission should help that way. By the latest reports, the promoters seem to be repenting of mammoth purses.

An Echo of Last Century.

The news of the death of Mrs. Parnell comes as an echo of Gladstonian days and the first Home Rule Bill. Charles Stewart Parnell's influence not only over the Nationalist M.P.'s but over the Irish people was such that opponents called him "the uncrowned king of Ireland," which conveyed a compliment as well as derision. Captain O'Shea's divorce suit in 1889 dropped a bombshell upon the world. Gladstone announced that he could no longer act with the Irish leader, who withdrew from the leadership of the party when his native colleagues ceased to recognise his authority. A year or two later he married Mrs. O'Shea, but survived only a few months. In 1914 his widow published a biography of him under the title of "The Love Story and Political Life of Charles Stewart Parnell," which revived the controversy that had raged a quarter of a century earlier. The proceedings occasioned even more discussion than the distressing Dilke case a few years previously.

AVIATION NOTES.

[By "Meteorite"]

A report has reached me that a squadron of six aeroplanes may be shortly expected here to form a separate branch in the forces under the command of the Far Eastern Headquarters. Some development has been evident for some time past, and it affords the greatest satisfaction for people who think that the strategic position of the Colony demands that its defence should not be left without this powerful means of adding to its effectiveness.

The fact that the aeroplane contributes in a most effective way to the improvement of the mail service is considered to have sufficient importance to merit the attention of the Universal Mail Congress convened at Madrid recently. An exchange of views must have convinced the British representative that in the United States at least the question has passed out of the stage of preliminary discussion and entered into the realm of practical politics. The report of the United States Postmaster General was a complete justification of the new system which carried out as an experiment at first, had exceeded the expectations of its sponsors and merited its permanent amalgamation into the postal service of the country. Since then reports have been received indicating that the matter is being rapidly pushed ahead in a degree which provides a deprecating contrast to the slowness of our Government officials.

The latest item to hand in my regular news-letter from the American Republic is the scheme for an airway that will be a model in so far as science and experience can make it. This involves the establishment of a planned route and the incidental map-making with the difference that unlike the ordinary sketch plans, this map will be depicted pictorially from aerial photographs taken by pioneer airmen. A system of directional wireless, with its corresponding counterpart in the aeroplane, and the laying out of a line of landing grounds will provide a route whose usefulness will also be appreciated by airmen other than those engaged in the transportation of mails. For this model airway which will be extended to embrace the whole width of the American Continent, is available for the use of private companies who hitherto have to struggle along independent lines which are not always the least difficult ones. In the progress of its establishment, difficult problems in regard to organisation, meteorological difficulties, and other conditions which one usually meets with in an air service will be dealt with, serving as a guide for future expansion of the aerial system of the country on a national scale.

The news has been received with great interest of the nomination of Miss Ruth Law to head the American contingent in the Around-the-World Derby, in connection with which a Commission, it will be recalled, last year visited Hongkong. Miss Ruth Law has the distinction of being the first American lady aviator, and that distinction is more than enhanced by the fact that she is a stunt performer. No one who has witnessed her daring feats in California will dispute the point that so far as woman's emancipation in the direction of aviation is concerned, she has more than achieved her object, and showed one or two things which her prototype of the male species could with commendation follow.

Something very unique in the way of a terminal station for future travelling is suggested in *Flight* of January 6. It is a picture by Roderic Hill showing an Aerial terminus of the "White Moon Line," raised aloft over a seaport. It is not a flat aerodrome situated on the surface, but is a huge circular structure which towers far above the tallest buildings of the city. On its topmost circumference, platforms swinging on a circular raised bed are carried by two rotating arms on which aeroplanes alight and from which they take off. On the left of this great tower is a passenger elevator with two cars carrying passengers to and from the embarking level. Inside this structure is a huge elevator for lowering the aeroplanes for refitting and repair, and in its mysterious depths we can picture workshops lit by flickering

VICTORIA BRITISH SCHOOL.

Fancy Dress Dance.

To mark the departure of Mrs. E. Floyd, of the teaching staff of the Victoria British School, a most attractive event was held last evening at the Taikeo Club Hall, kindly lent for the occasion. It was a fancy dress dance, participated in by scholars of the school, and for the arrangement of which the teaching staff were responsible. When the dance was in full swing it was an extremely pretty sight that was provided, some of the costumes being very smart and effective. The enjoyment of the occasion was also added to by songs rendered by Mrs. Brown and Mrs. Clark, whilst tea was served to the children and visitors, of whom a large number were present.

At the conclusion of the dancing, Mr. E. Ralphs, Inspector of Schools, said he had been given the difficult task of selecting the best fancy dresses. They were all so very attractive and so many of them clever and original that he decided to share the responsibility by asking two gentlemen, Mr. G. T. Bird and Mr. A. Stalker, who were not connected with the school, to assist him in the judging. After careful consideration they decided to award the first prize among the girls to Nettie Thorburn as "A House to Let." For the second prize Lily Bateman as "Spring" and E. Button as "A Daffodil" were so equal that he decided to add a special prize himself. Of the boys the best was Keith Boulton as "A Prehistoric Man," but he was disqualified owing to materials used outside the rules. The first prize would therefore be given to Jack Wilson as "The South China Morning Post," and the second to Fred Fowler as "Clown." He was, however, pleased to give a special prize to Keith Boulton.

Mrs. Clark, the headmistress of the school, thanked everyone who had helped to make the event so successful. A very enjoyable social terminated with the singing of the National Anthem, after which the children gave three cheers and a tiger for Mr. Ralphs and the teachers. The list of names and costumes worn is as follows:

Girls:—Betty Nicol, A Cracker; Mamie Wallace, Pierrette; Cathie Ferguson, Japanese Girl; Nan Ferguson, Chinese Lady; Nettie Thorburn, House to Let; Irene Passmore, Red Cross Nurse; Silva Bowers, A Midshipman; Sadie Thorburn, A Black Cat; Louise Wilson, A Japanese Girl; Muriel Fowler, Old Mother Hubbard; Bessie McCubbin, A Red Cross Nurse; Cissy Polley, A Pack of Cards; Edith Glendinning, Morning Post; Lilian Nicol, Cupid; Annie Fowler, Little Red Riding Hood; Madge Lyle, A Fairy; Betty Edwards, Hongkong Girl; Yvonne Langle, Dutch Girl; Alma Martin, Forget-me-not; Gwendoline Sara, A Fairy; Violet Bateman, A Violet; Lily Bateman, Spring; E. Button, Daffodil.

Boys:—James Edwards, A Pierrot; Keith Boulton, A Prehistoric Man; Billy Eldridge, A Dutch Boy; Lyall Glendinning, A Tram Conductor; Arthur Floyd, A Clown; George Hill, A Sailor; George Tachi, A Red Indian; George Fowler, A Clown; Bernard Bickford, A Sailor; Jack Wilson, South China Morning Post; John McCubbin, Boy Blue; Fred Fowler, Clown; Sidney Fowler, Little Boy Blue; Alec McCubbin, Humpty Dumpty; David Ritchie, Pierrot.

YOKOHAMA SPECIE BANK.

Half-Yearly Dividend.

The local office of the Yokohama Specie Bank is in receipt of a cablegram from the Head Office to the effect that at the half-yearly meeting of shareholders held at the Head Office of the Bank at Yokohama, on the 10th instant, it was resolved to pay a dividend of 12 per cent. per annum for the half-year ending the 31st December, 1920, to add to the reserve fund Yen 3,000,000 and to carry forward the sum of Yen 4,650,000 to the next account.

are lamps, where hundreds of mechanics work busily day and night. With such termini as this, sea captains of the future will be looking up at air captains as each in his respective craft draws near to exchange or deposit the cargo in his care, and then it will be that the dreamer of to-day will behold the fulfilment of his vision.

TO-DAY'S MISCELLANY.

In a general way, it is found that the higher you go the colder it gets. Aviators, however, not infrequently find that as they ascend it becomes warmer instead of colder—often to their delight. It is generally warmer just above a fog which is causing people down below to gasp and shiver. The same thing often happens during a period of dry, cold weather in winter. At one period during the prolonged, intense frost of 1895, it was very much warmer at the top of Ben Nevis than at the base. That mountain is 4,406 feet high. An eminent airman-meteorologist recently stated that he has at great heights repeatedly passed through layers of air which were warmer than those lower down.

Now that there is talk of the motor-coach as a novelty threatening to drive the "old-fashioned" steam railway out of employment it should be remembered that the mechanically propelled road coach is really older than the railways, and, indeed, gave to the early inventors the first hints of the possibilities of railways. France has the honour of leading the way with Cugnot's machine, the first model of which was made in 1763. It was thought that it might be used as a road coach and also for taking guns into action instead of horses. A full-sized machine was made and tried in the streets of Paris, but it overturned at a corner and was at once hauled to the arsenal and interned there as too dangerous.

Fred Archer, the famous jockey, had to employ heroic measures to keep his weight down. The story is told of how, on one occasion, he was the guest of a very hospitable host. From the kitchen came the perfume of savoury meats, and at dinner a sturdy, rosy-cheeked manservant made his appearance, his back bending under the weight of a great Tay salmon on a lordly dish. Poor Archer's face, as he surveyed the initial preparations for the evening meal, was quite piteous to watch. Then, with a shrug of the shoulders and a sigh but ill-concealed by a cynical remark, he left the table, and shortly afterwards his host saw him pass the window on a hack, galloping towards the training grounds. Later on he partook of a tiny glass of champagne and a biscuit, played one game of billiards, and retired to bed.

In view of the proposal to commemorate the tenth anniversary of Tolstoy's death by a meeting at the Kingsway Hall, it is timely, perhaps, to recall that in his will Tolstoy himself expressly enjoined everyone, "near to me or remote," to "refrain from lauding me." The great Russian had a horror of the insincerities of platform "gush." But with Lord Bryce in the chair, and Bernard Shaw and Aylmer Maude as the principal speakers, the shade of Tolstoy may rest easy. What has become, by the way, of the original MSS. of the Tolstoy diaries? The precious papers were committed to the safe keeping of the Historical Museum of Moscow. Whether they, or any other manuscripts of historical or literary value, are still safe in present circumstances is, to say the least, doubtful.

Then the American Oliver Evans obtained from the State of Maryland in 1787 the exclusive right to use steam coaches on the State roads. But he failed to make a practical success of his scheme, and the Symington steam coach came to grief, also, owing to the badness of the Scottish roads. Murdoch's model steam coach created an unexpected effect in Cornwall, for he started it one night on a country road at Redruth expecting to be able to keep up with it. It ran away from him, and he heard shouts of terror in the distance. When he arrived he found the Redruth parson in a state of panic, for, as he confessed afterwards, he had been convinced that the "fiery little monster" was the Evil One himself visiting Cornwall. A little later we have Sir Ham Piry Davy writing, "I shall soon hope to hear that the roads of England are the haunts of Captain Trevithick's dragons," and Trevithick's stage-coach ran through Camberne with men hanging on to it like flies.

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THE EINSTEIN THEORY MADE PLAIN.

Englishman Wins Prize.

"It goes round for all that," said Galileo, *sotto voce*, when the Roman Inquisition compelled him to (outwardly) renounce the Copernican law of the earth's revolution, which Holy Church in those days considered antagonistic to its own doctrine. But neither Copernicus nor Galileo, who respectively propounded and developed the hypothesis of the earth's revolution, nor Newton, with his epoch-making discovery of gravitation nor any of their numerous gifted successors, perceived a notable implication from the earth's revolution until in these latter days Prof. Einstein set the arch upon the observations of sundry experimenters by evolving his Theory of Relativity.

Only the other day we had an attractive lecture at the Helena May Institute by Mr. C. H. Robertson, the size of his appreciative audience—the hall was filled—testifying to the interest which members of the Colony take in this development of the world of physics.

The *Scientific American* recently offered a prize of \$5,000 for the best non-technical essay in explanation of the Theory, in which connection a scribe in that country gives a lucid outline of the Einstein discovery.

Suppose an astronomer wants to measure the distance between two stars. He goes about it like a man surveying land. He surveys along the rays of light from the stars. It had always been supposed that light travels in straight lines.

But along came Einstein. He held that a ray of light can be bent by gravity. For instance, a straight light ray, in passing the sun, is bent inward by the sun's attraction. Other stars attract the same ray of light, so that by the time it reaches the earth it may be as crooked as a corkscrew.

You cannot measure accurately with a crooked light ray. It's like a yardstick—you can bend it until the ends are only two feet apart, yet according to the yardstick the ends are three feet from each other.

Hence, says Einstein, it is physically impossible to measure accurately the distances between stars, and—

The universe is so constituted that it is impossible to learn and measure the absolute velocity of any body moving through space. For instance, we cannot measure how fast the earth really moves. We can measure only the relative motion—that is, the earth's speed in relation to other heavenly bodies. Thus we have the Theory of Relativity, derived from "relative to."

Your phone rings. You walk to it in five seconds. How far did you really walk? Measure it off and the distance is 20 feet—in relation to the room or the fixed surface of the earth. But during those five seconds the earth travelled onward through space 95 miles. Thus you moved through space 95 miles 20 feet.

But the earth moved 95 miles only in relation to the sun, moon, stars, etc. The 95 miles is the relative motion. The actual motion may be only one inch. We do not know. Einstein has shown that we cannot find out.

Suppose all suns, stars, etc. disappeared, leaving only the earth afloat in space; then the earth would be motionless, so far as our ability to measure its velocity, for there would be no fixed objects to use as surveying points in determining the earth's motion. The earth's movement through space can be measured only in its relation to stars, etc.—hence the Theory of Relativity.

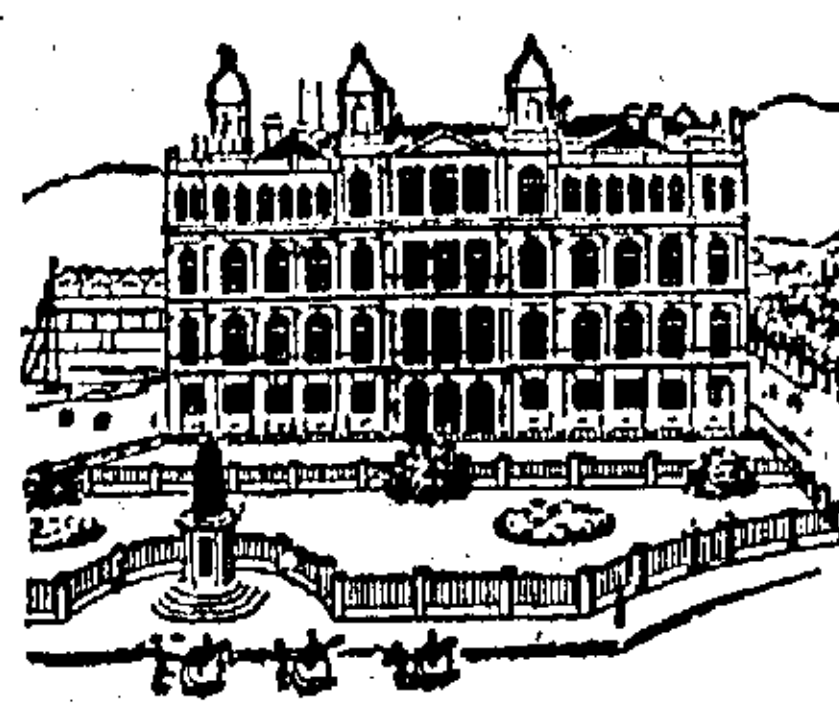
The writer of the sketch noted above claims that "of the thirteen men who are the only human beings in all the world to thoroughly understand the Einstein Theory" the majority are Americans, which gives a piquancy to the result of the competition, the prize going to an Englishman, Mr. L. Bolton, one of the Senior Examiners at the London Patent Office. It may be assumed that the interest stimulated by the *Scientific American's* competition has done something to raise the total of those now conversant with the Theory to something above the unlikely number of 13.

A Press representative in the Old Country has had an interview with Mr. Bolton, who was apprised of his success by the following laconic cable: "You have won the Einstein Prize. Congratulations—*Scientific American*." Mr. Bolton told the interviewer that nothing would please him

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better than that the awarding of the prize to an Englishman should be regarded as one of the smaller incidents that ought to contribute to keep up the good understanding between the two countries. It was a real sporting thing, he feels, on the part of the American magazine to throw the competition open to the world.

"Although I was interested in the subject I had no idea of going in for it," he added, "because I thought that the field of competitors would be very large and that I should not stand a million to one chance of winning the prize."

"However, my interest in the matter got the upper hand to this extent: I thought it was a good opportunity to collect one's notions and put them down on paper just to see how much one knew. I did not think mine counted for very much, that I say candidly."

"The essay was limited to 3,000 words, and competitors were enjoined to avoid mathematics. I wrote the article without employing a mathematical symbol. As the theory was a matter of mathematics and physics, of course I could not tackle it without talking mathematics to some extent, but I kept the symbols out, and apparently my treatment was the thing that was wanted."

Mr. Bolton had a brilliant career at Cambridge and was a Wrangler of his year.

He joined the Patent Office in 1885, and worked up to his position of one of the Senior Examiners. During the war he was in the Inventions Department of the Ministry of Munitions.

CHINESE PORCELAIN.

Chinese porcelain, sold at Messrs. Christie's "by order of the Judge of His Britannic Majesty's Provincial Court, Hankow," must have realized one of the smallest day's totals for many years at these rooms, where £100,000 has been more than once recorded. The 140 lots only realized £485 7s., no lot fetching over £10.

FOOTBALL

2nd Division Table.

The table of the 2nd Division league up to and including March 12th is as follows.

	P.	W.	D.	L.	For	Against
R.G.A. Res.	19	16	2	1	71	15
St. Joseph's	12	10	1	1	38	8
United F.C.	16	9	2	5	30	29
Oilers U.	15	7	3	6	25	20
Kowloon	17	6	5	6	27	30
South C.	16	8	1	7	30	24
Carlisle	12	6	1	5	20	12
Indians	17	6	1	11	27	12
S. & Dopt's	14	3	2	9	20	31
Punjabis	17	3	1	13	14	79
H. K. Club	15	3	1	12	16	25

PALESTINE FOR THE JEWS.

The Jewish National Fund, which during 1920, collected £160,000 for the purchase of land for the Jews in Palestine, has been recognized by the Palestinian Government as a public institution. The fund which has for its object the development of Palestine as a national home for the Jewish people, was inaugurated 1901 by the Zionist World Organization.

WHAT YOUR EYES TELL.

If your distant vision is clear, if you can read continuously without pain or discomfort, if your eyes never burn, ache, water or feel irritated and you have few or no headaches, omit any immediate concern about your eyes. If on the contrary, any of the above symptoms annoy you, at least have your eyes examined. Glasses may give you unexpected comfort on required occasions. The Refracting Chamber of The Hongkong Optical Co., Successors to Clark & Co., Refracting and Manufacturing Opticians, located in 53, Queen's Road Central, is at your service, and you can rest assured that glasses will not be recommended unless needed.

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LAWN TENNIS.

H. K. C. C. Tournaments.

Further matches in the H. K. C. C. tennis tournaments were played off last night.

In the Open Championship Singles, a good tussle was witnessed between O. Rumjahn and V. Yanovich, the latter eventually winning by 6-3, 4-6, 6-3, 8-6.

In the same event D. J. Valentine beat H. W. Sassoon 6-2, 6-2, 6-4.

In the Open Championship Doubles, J. B. Penman and A. D. Humphreys beat Capt. C. S. Fisher and Lt. A. S. Lindell 7-5, 6-2, 6-3; Lt. Col. Bowen and Col. L. Humphry beat B. W. Bradbury and E. Fincher 6-3, 7-5, 6-1.

Other results were:
Club Championship.—H. W. Sassoon beat K. W. Lane 6-3, 6-8, 6-4.

1-6, 6-4 (on Monday); Capt. P. H. Davies beat J. Rodger Junr. 6-3, 7-5, 8-6.

Handicap Singles "B".—C. Blaker (res. 1/6) beat B. Crowley (res. 3/6), 6-4, 6-2.

Handicap Doubles.—M. M. Maas and A. B. Raworth (owe 4/6) beat H. V. Dawson and A. H. K. Cobb (res. 16/1), 6-3, 6-1.

Mixed Doubles Handicap.—G. R. Sawyer and Mrs. Sawyer (owe 3/6) beat F. A. Dinsdale and Miss D. Taylor (owe 2/6), 8-6, 7-5; Major H. G. Bagnall and Mrs. Bagnall (scr.) beat L. Forster and Dr. Gladys Turner (owe 15), 6-4, 6-4.

£4,000,000 COUNTRY HALL.

It was stated at a meeting of the London County Council that if the full scheme for the County Hall, now in course of erection, were carried out the total cost would be £4,344,000.



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Smart Hat Trimmed with Tiny Springlike Buds



A Very Soft and Flexible New Straw Shape



MODES OF THE MOMENT.

Evidently straw hats are going to be much more fashionable than fabric hats this year. There are interesting new straws in addition to the milans and leghorns and bents with which one is familiar. Some of the straw braids are interwoven with metal threads—indeed all the spring hats glisten in one way or another. If there is no metal woven through the straw, the straw itself is so brilliant you can almost see your face in it.

PROFUSE USE OF MOIRE RIBBON.

The Paris hats have quantities of moire ribbon made into eccentric, long bows that shoot out sideways and do not stand up behind hat crowns. From Villard comes a small turban of tobacco brown milan with a flexible roll edge that fits down over the eye-brows and ears. A long-looped bow of tobacco brown moire ribbon slants from the left side of the crown almost to the shoulder, the ribbon wired so that it slants smartly and does not droop. Another turban from Lewis has a low crown and narrow upturned brim. Moire ribbon is tied around the crown, inside the brim and a huge fan of pleated ribbon rises at the back, giving it off of height and dignity.

LACE PROFUSELY USED.

Lace softens the glister and gleam of many of the spring hats made of celophane or milan, and if lace is not introduced in the trimming of a hat it is usually added in a veil arrangement of some kind. Lewis starts the season with a Continental that has made a decided hit. It is a small, saucy little hat covered with satin and straw braid with encrustations of Chantilly lace here and there. A strip of the Chantilly drops over the brim at one side and continues in a long scarf-streamer to twist around the throat and across the lower half of the face. A smart black milan hat pictured is partially veiled with black lace, the scallops of the lace overlapping the brim-edge and making a many-pointed star pattern on the crown. A vivid orange rose with some black leaves and hard, shiny black buds is trailed along the inner curve of the brim toward the back of the hat. At the front, the brim rolls up to reveal the face.

In another pictured hat a veil has been added to give the lace touch. This lace veil is part of the trimming and cannot be removed from the hat.

This is one of the new tricorne or Continental shapes of the spring season and the supple straw is bent and twisted to give the sharp outstanding points at either side and the bulging curve above the face. A flat garland of flowers outlines the edge of the brim and holds the lace veil in place. The hat is of black milan, the veil is taupe and the flower garland shows mauve and pansy purple tones.

BUTTONS ON SPRING TURBANS.

The hat-fad of the hour is the small silk and straw turban with a rolled back brim trimmed with embroidery—and buttons! A hat of the sort is pictured, but this model is all silk; no straw has been used in its make-up. The roll brim is smartly elongated at either side and the whole brim is embroidered, in a diagonal effect with silver coloured floss; small cut steel buttons emphasizing the meeting of the diagonal lines of silver embroidery. There are three dozen of these sparkling little buttons around the hat.

FLOWER HATS.

Flowers seem to be extraordinarily fashionable for hats—or rather, buds, for half blown

buds are ever so much smarter now than full blown blossoms.

A shady hat trimmed with a whole wreath of buds, made of soft little feathers, is pictured. The closely massed buds are white, with pale green stems and some pale green leaves. The hat is of white straw braid and is so flexible that you could crush it without spoiling it.

SPORT HATS HAVE BOWS IN FRONT.

The sport sailors are on view too. Some are of white milan, others of black milan. And some are of heavy straw braids blocked to severe trimness. There seems little difference between these sailors and the high crowned, straight brimmed models of last year. They are worn far down on the head, quite eclipsing the eyebrows, as they were last summer. But this year's sailor must have its ribbon bow directly at the front—or it has no style at all. The sailor pictured is of black straw with a white grosgrain ribbon band tied in a flat tailored bow across the front. And by the bye, white ribbon bands are smarter on black sailors than black bands are.

If you are "hard to suit" with a hat, try one of these round, narrow brimmed hats pictured. They are going to be very fashionable and no shape is more generally becoming. The lines of this model are made particularly soft and pleasing by the garland of massed velvet flowers, buds and leaves. It is an excellent hat to wear a veil with and is easy to put on—no painstaking adjustment of angles to one's face.

WOMEN'S HANDS.

How is it that a woman is able to tie a ribbon bow and a man is not? (asks E. M. W. in the *Daily Mail*.) He can make a bow out of ribbon, to be sure, but it is an altogether different article, a product essentially masculine. In justice, I may add, that the kind of bow a man ties is equally a mystery to a woman. She cannot for the life of her imitate it satisfactorily, and occasionally, for the ornamentation of her own dress, she will persuade one of her men friends to make such a ribbon knot for her. A woman may almost be said to see with her hands. To the draper's assistant she says, "Let me see that piece of silk, will you?" But when it is placed before her she examines it with her fingers, hardly looking at it.

She puts up her back hair smoothly and beautifully without seeing it at all, though when it is finished she contemplates the result in a looking-glass. To an incredible extent, indeed, a woman can see herself from top to toe without looking in the glass.

FASHION NOTES.

Quite the newest thing is a veil of embroidered net that is worn over a toque. It is gathered together at the back of the crown and finished off with a stilly wired bow.

Ostrich feathers are very popular. Not only are the gorgeous ostrich fans so much in demand, but handbags of ostrich feathers in all colours for evening wear are very much in evidence. Now comes a fashionable designer who is showing evening wraps made up entirely of ostrich feathers.

As sashes are more than ever modish now, the girl who knows of one of those beautiful Indian or Italian scarves that older women cherish should use her powers of persuasion in view of a borrowing transaction. One way with the sash is to drape it loosely round the waist and fasten it at one side. Another way is to let the ends hang down in front in the Fatima fashion.

For women with weak nerves it should be "lavender, lavender all the way" instead of roses. "She should scent the hair and the skin with lavender-water," a doctor advised, "and should sniff the perfume as much as possible. The lavender salts bottle is one of the most useful articles the nervous woman ever carried. It is worth its weight in gold in the matter of reviving drooping spirits, and in the prevention of contagious diseases it is beyond praise."

NEW SPRING GOWNS.

A Few Notes.

Every woman is consumed with curiosity about the new spring fashions. After all, it is only natural, when one remembers that much of one's happiness in this life depends upon the kind of figure one cuts in the world. Despite any assurances to the contrary, people still judge by appearances so that to keep a watchful eye on the changes of the mode is sheer common sense. Almost all the new models show a slim outline; side trains are still in vogue, and the low waistline, achieved by a clever arrangement of the material, and not with a waistband or girdle, is a feature upon which special emphasis is laid.

Many delightful results are achieved by using black and white materials in one and the same gown. For instance, Peron has a dinner frock of black charmeuse, white georgette, and black lace that illustrates, among other things, the new waistline, to which reference has already been made. The satin is draped over the georgette, which is veiled with black cobweb lace, the material being drawn round the figure and held at one side with a motif of shimmering black paillettes. In another black and white evening dress white georgette is veiled with black lace, and the corsage is plentifully decorated with jet. Draped panels of black charmeuse break out at either side of the skirt, with tassels of silvery paillettes.

Just to show that coloured gowns present no difficulty, Peron shows, among others, a jade green charmeuse dinner frock covered with Chantilly lace of the same shade, with a wreath of lacquer flowers for a girdle.

A very smart model evening gown seen recently in one of the big shops had two trains, one at each side! The skirt itself was quite short, but the trains trailed quite a yard on the ground. They were weighted with heavy jet.

BEAUTIFUL BRUSHES.

For the Toilet Table.

The woman who likes dainty and uncommon toilet brushes and mirrors on her dressing-table will be interested in some of the beautiful new Indian woods which are being used for ornamental work of this kind.

Wooden-backed brushes are, generally speaking, more satisfactory to use than silver ones, for the latter require such cleaning to keep them in good condition; certainly, too, they are less expensive than tortoise-shell or enamel. Beautiful as these two are, yet such exquisite colourings and fine figure have some of the tropical timbers from India's immense forests that nothing could be more attractive for such decorative purposes.

One of the prettiest is Indian tulip-wood, which has a very smooth and glossy surface crossed by faint rippling lines; it is of a delicate rose-pink shade tinged with mauve or purple. Sisso is another; this is a deep golden with darker coloured markings; and is a favourite wood in India for all kinds of fancy work. Some particularly handsome brushes were recently made of Indian laurel-wood. This is a rich and lustrous greyish-brown with streaks and patches of deep amber. The surface, with its wavy undulating figure, shows a bright metallic sheen when polished.

Malda has a pale amber tint, and somewhat resembles satin-wood. Another light wood is Indian yellow-heart, which is a bright orange-yellow with some darker shades, and which has a distinctive opalescent appearance which is not to be found in any other wood. That effective silver grain or, as the Americans term it, "flash," which is to be seen in our English wainscot oak has a counterpart in Indian red oak, and deeper reddish-brown; the figure shows in mottled silvery patches.

Ebony and rosewood and figured teak from the Godavari district are also used in India for brushes, but these three are already known in Europe to some extent, and they have not the novel charm and beauty of colouring of the newer woods, which appear to have a great future before them.

FASHION NOTES.

Straps have certainly disappeared from the newest styles of walking shoes, and the shoe which seems to mould itself to the foot as unobtrusively as possible holds the field. The only survival of the straps of yesterday is a narrow circlet of leather to match the shoe, and worn just above the ankle.

The very bright shade of blue that is now considerably seen in women's hats figures more than any other shade in advance spring model millinery. Women should be chary of buying too blue hats, however, for there are few women whom this vivid shade suits, and it may easily appear bizarre.

Some of the newest evening shoes have quaint wings—they can scarcely be called bows—made of what appears to be fine glove leather. A black satin slipper will have two upstanding wings of dull red or rust red leather, kept in place by a tiny ornament. They are not suitable to dance purposes, though.

A GORGEOUS WRAP.



The cloak pictured above is of suede velvet. Added to it, is the gorgeous embroidery of silk and jewels all done in an applique design, and in such a carefully calculated colour scheme that the whole thing is like the exquisite changeableness of light and shade playing in a bit of fine crystal.

MISS GLADYS COOPER.



A new portrait of Miss Gladys Cooper, who in private life is Mrs. Buckmaster, daughter-in-law of Lord Buckmaster.

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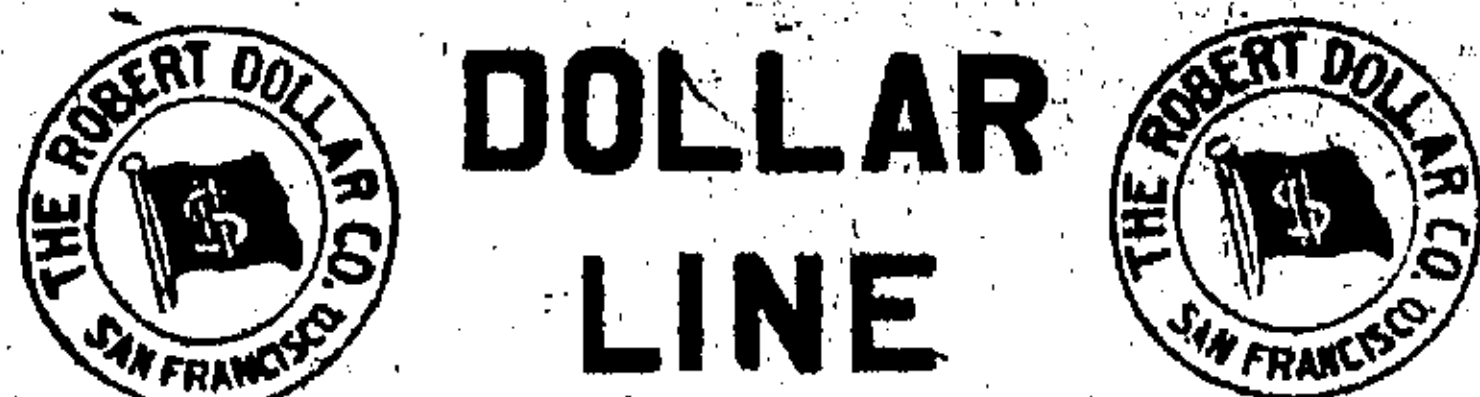
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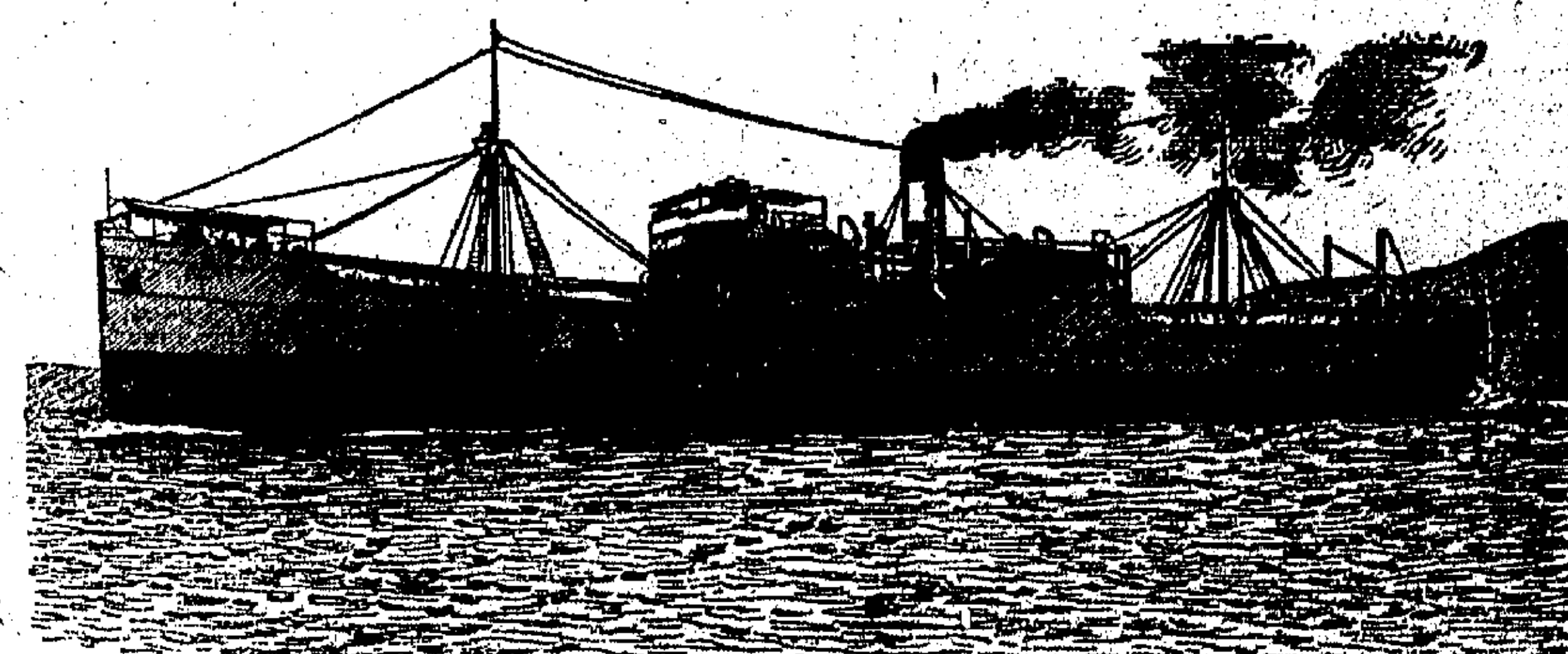
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Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD., Agents.**AUSTRALIAN ORIENTAL LINE.**HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
TAIYUAN	In Hongkong	21st Mar. at 4 p.m.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

For	Steamer.	Sailing.
LONDON, AMSTERDAM, ROTTERDAM & HAMBURG.	"VIGO"	4th April.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel.	Due Hongkong.
"CARNARVONSHIRE"	17th March.
"PEMBROKESHIRE"	22nd March.
"GLENIFFER"	12th April.
"GLENLYLE"	28th April.

HOMEWARDS.

Vessel.	Leaves Hongkong.	Discharges.
"GLENARIFFE"	30th Mar.	GENOA, LONDON & ROTTERDAM.
"GLENAPP"	25th Mar.	GENOA, LONDON, ROTTERDAM & H.B.R.G.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.AGENTS: **THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3696

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHAI & T'au via S'ow	Tungshing	Thurs., 17th Mar. at d'light.
MANILA	Loongang	Fri., 18th Mar. at 3 p.m.
KOBE via Shanghai	Namsang	Sat., 19th Mar. at d'light.
TIENSIN	Cheongshing	Sat., 19th Mar. at 9 a.m.
SHANGHAI	Kwongshing	Sun., 20th Mar. at d'light.
BANGKOK via Swatow	Wongong	Tues., 22nd Mar. at d'light.
STRAITS & Calcutta	Laisang	Tues., 22nd Mar. at 3 p.m.
HAIPHONG via Hoihow	Teopao	Wed., 23rd Mar. at 9 a.m.
SANDAKAN	Hinsang	Sat., 26th Mar. at noon.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore: Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "JAISANG" will be despatched on or about Tuesday 22nd Mar., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Soochow	17th Mar. at noon.
WWEI, CHEROO & T'ATSIN	Suichow	17th Mar. at 3 p.m.
H'HOW, PHOI & H'PHONG	Kalong	19th Mar. at 10 a.m.
SHANGHAI & TSINGTAO.	Chenan	19th Mar. at noon.
SWATOW & BANGKOK.	Chusan	22nd Mar. at 10 a.m.
AMOY, SHAI & PUKOW	S'inkang	22nd Mar. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36.
Hongkong Mar., 16, 1921.**DOUGLAS STEAMSHIP CO. LTD.**

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of East, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Hailong	W. Couper	FRI., 18th Mar. at noon.
Hailong	W. C. Passmore	FRI., 25th Mar. at noon.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage apply to

Douglas Lapraik & Co.,

General Managers.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings.—To Canton daily at 8 a.m. (Sundays excepted) & 10 p.m. From Canton daily at 8 a.m. (Sundays excepted) & 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 9 a.m.)
From Macao—Daily at 8.00 a.m. and 2 p.m. (Sundays at 5 p.m. only.)

Further information may be obtained at the Coy's Office, Hotel Manulim or from Messrs. Tuen, Cook & Son, Booking Agents, Hongkong.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. KAMO M. (European Line) left London for this port via Suez on the 19th Feb. and is expected here on the 30th March.

The B. L. s.s. ALLOWAY, is due to arrive here from New York on or about March 20th.

The A. L. s.s. LAKEONAWA, is due to arrive here from Saigon on or about March 25th.

The N. Y. K. s.s. BOMBAY M. (Bombay Line) left Kobe for this port via Moji on the 8th March and is expected here on the 16th March.

The T. K. K. s.s. TENYO M. arrived at Yokohama on the 9th instant and sails 11th instant, being due at Hongkong on the 20th instant.

The s.s. ANTILOCHUS (Blue Funnel Line) left Suez on 4th inst. for Hongkong and is due here on 24th inst.

The N. Y. Y. s.s. HEIJIN M. (Calcutta Line) left Singapore for this port on the 11th March and is expected here on the 19th Mar.

The s.s. EGREMONT CASTLE, from New York arrived at Shanghai on the afternoon of the 11th and is expected to arrive here on or about 19th inst.

The A. L. s.s. CADARETTA, is due to arrive here from Saigon on or about April 5th.

The A. L. s.s. CROSSKEYS, is due to arrive here from Seattle Wash. on or about April 6th.

The A. L. s.s. COAXET, is due to arrive here from Portland Ore on or about April 5th.

The N. Y. K. s.s. KAMAKURA M. (Liverpool Line) left Liverpool for this port via Suez, on the 26th February, and is expected here on the 10th April.

The s.s. PYRRHUS (Blue Funnel Line) left Suez on 9th inst. for Hongkong and is due here on 1st April.

The N. Y. K. s.s. INABA M. (European Line) left Singapore for this port on the 12th March, and is expected here on the 18th March.

The Barber Line s.s. BOWES CASTLE, left New York on Mar. 8th for Hongkong via Ports and is expected to arrive here about 12th May. Dodwell & Co. Ltd., Agents.

The N. Y. K. s.s. IYO MARU, (European Line) left London for this port via Suez, on the 5th March and is expected here on the 14th April.

The N. Y. K. s.s. MISHIMA M. (European Line) left Shanghai for this port on the 14th Mar. and is expected here on the 17th March.

The Ellerman Line s.s. KIOTO, from Hamburg, Rotterdam and London left Singapore on the 12th inst. and may be expected to arrive here on Friday the 17th instant.

The R. M. S. EMPRESS OF JAPAN arrived at Shanghai on 14th March 1.30 p.m. left there 14th March, 10 p.m. is due at Hongkong on 17th March 7 a.m.

WATER RETURN.

Level and Storage of water in Reservoirs on Mar. 1, 1921.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1920.	1921.
Tytan	13.2 Below overlow	20.8 Below overlow
Tytan	26.2 Below overlow	26.5 Below overlow
Tytan Intermediate	11.6 Below overlow	63.4 Below overlow
Tytan Tuck	32.4 Below overlow	11.2 Below overlow
Wong-gai	34.6 Below overlow	27.3 Below overlow
Pokulum	17.1 Below overlow	20.8 Below overlow

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1920.	1921.
Tytan	222.21	226.22
Tytan Intermediate	141.55	6.50
Tytan Tuck	111.72	1,158.50
Wong-gai	2.15	5.45
Pokulum	26.36	22.60
Total	1,103.99	1,420.27

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of Feb.

	1920.	1921.
Consumption	180.20	151.11 m. ga.
Estimated population	275,100	281,700
Consumption per head per day	22.3	24.8

Constant supply in all districts during Feb. of 1921 and 1920.

KOWLOON WATERWORKS LEVEL.

	1920.	1921.
Kowloon	12.6	6.2
Gravitation	Below overlow	Below overlow
Gravitation	Below overlow	Below overlow

POST OFFICE.

Telegraphic communication with Gap Rock Lighthouse is interrupted.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Shanghai—Per KWANGSE, 17th Mar.
U.S.A., Canada and Shanghai—Per EMPRESS OF JAPAN, 17th Mar.
Japan & Shanghai—Per MIS-HIMA M., 17th Mar.
Straits—Per CHENAN, 17th Mar.
Shanghai—Per SINKIANG, 18th Mar.
Europe via Suez (Letters and Newspapers London 17th Feb.)—Per INABA M., 18th Mar.
Straits & Calcutta—Per HEIJIN M., 19th Mar.
Straits—Per NAGATA M., 22nd Mar.

OUTWARD MAILS.

To-morrow.

*Swatow, *Shanghai & *N. China—Per TUNG SHING, 5 p.m.
Saigon—Per PHRANANG, 8 a.m.
Swatow—Per HYDRANGEA, 3.30 p.m.
Straits, *Bangkok, Calcutta & Aden—Per ARRATOON APCAR, 10 a.m.
Philippine Islands—Per TYNDAREUS, 11 a.m.
Bangkok—Per KAIWO-M., 10 a.m.
Wei Hai Wei & Tientsin—Per HUI CHOW, 2 p.m.
Tientsin—Per HUI CHOW, 2 p.m.

Friday, 18th Mar.

Haihow Pakhoi & Haiphong—Per KAI FONG, 9 a.m.
*Shanghai, *N. China & *Japan—Per NAMSANG, 5 p.m.
Philippine Islands—Per LOONG SANG, 2 p.m.
Swatow, Amoy and Foochow—Per HAI LOONG, 11 a.m.
Straits, *Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt & Europe via Marseilles—Per KARMA-LA, Reg. 5 p.m. Letters 19th 8.30 a.m.
The Parcel Mail will be closed on Friday 18th March at noon.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt & Europe via Marseilles—Per MISHIMA M., Reg. 8.45 a.m. Letters 19.30 a.m.

Saturday, 19th Mar.

*Shanghai and *N. China—Per SOO CHOW, 11 a.m.
Tien Tsin—Per CHONGSHING, 8 a.m.
Shanghai & North China—Per KWONG SANG, 5 p.m.
Shanghai, N. China & Japan—Per INABA M., 9 a.m.
*Shanghai & *N. China—Per CHENAN, 10 a.m.
Shanghai, North China, Daren Japan Honolulu, *Canada, United States, *C. & *S. America & Europe via San Francisco—Per SIBERIA M., Reg. 5 p.m. Letters 5 p.m.

Sunday, 20th Mar.

Swatow, Amoy and Keelung—Per KAIJO-M., 9 a.m.

Monday 21st Mar.

Swatow & Bangkok—Per KWONG ENG, 5 p.m.
Swatow, *Straits and *Bangkok—Per LINAN, 11 a.m.
Philippine Islands, Sandakan, Australia, & New Zealand via Thursday Island—Per TAIYUAN, Reg. 12.45 p.m. Letters 1.30 p.m.

Tuesday, 22nd Mar.

Straits, Bangkok, Calcutta & Aden—Per LAI SANG, 2 p.m.

Wednesday, 23rd Mar.

Swatow and Bangkok—Per OHUSAN, 9 a.m.
Amoy, *Shanghai and *N. China—Per SINKIANG, 11 a.m.

Thursday, 24th Mar.

Shanghai & N. China—Per SUNNING, 11 a.m.

Friday, 25th Mar.

Swatow, Amoy and Foochow—Per HAIHONG, 11 a.m.
Shanghai and N. China—Per WANG PU, 11 a.m.

SHIPPING.

VESSELS ARRIVED.

The s.s. UJO M. arrived this morning from Singapore with 27,337 bags of rice.—Mooring C 15.
The GLENFALLOCH came in yesterday from Penang and Singapore with 800 tons of cargo for Hongkong and 789 passengers.—Mooring B 11.
The ARATOON APCAR arrived yesterday afternoon from Moji with 715 tons of cargo for Hongkong—Mooring Kowloon wharf.
The Blue Funnel boat KEE-MUN arrived this morning from Liverpool with neither mails nor cargo.—Mooring A 28.
The Messageries Maritimes CHILI came in this morning from Marseilles via Saigon with 153 first-class, 360 second and 350 deck passengers.—Mooring A 1.
The COLOMBIA yesterday brought 120 passengers and 581 ton of general cargo.—Mooring B 7.
From Seattle the WEST JAPPA consigned here yesterday 207 tons of steel and general merchandise.
The O.S.K.'s ATLAS M. delivered here this morning from Hamburg 507 tons of cargo for Hongkong and 5,507 tons for Japan.—Mooring Kowloon wharf.
The s.s. SHOFUKU M. came here this morning from Bangkok with 18,539 bags of rice and meal.

PASSENGERS DEPARTED.

Per s.s. KOREA MARU.—Mr. Wm. Adamson, Mrs. Arnold, Mr. E. el Arculli, Mr. Henry Adams, Lt. Hol. & Mrs. W. D. Birchall, Mr. & Mrs. G. M. Beasworth, Dr. B. L. Burdett, Mr. A. S. Biggerstaff, Mr. J. Cellaco, Mrs. J. B. Cole, Mr. E. R. Cartwright, Mr. J. D. Danby, Mr. T. Dahl, Miss D. Dano, Rev. & Mrs. D. O. Ersberger, Mr. A. McD. Eddis, Mr. & Mrs. Fung Koon On, Mr. & Mrs. Ryle M. Foster, Mr. & Mrs. L. A. Goldsmith, Mr. & Mrs. F. M. Gutierrez, Mr. E. S. George, Mr. Henry L. Grant, Mr. W. G. Hall, Mr. W. T. Halcrow, Mr. & Mrs. P. E. Haslett, Mr. B. B. Haslett, Mr. A. J. Hilbert, Mr. Horemann, Capt. Y. Inouye, Mr. E. P. Irwin, Mr. & Mrs. H. J. Jory, Mr. & Mrs. H. T. Jackson, Mr. A. S. de Jesus, Mrs. A. J. de Jesus, Mr. & Mrs. S. M. Jones, Mr. S. Koyama, Mrs. Ko Chan Yee, Master Kuen, Kam, Mr. & Mrs. J. C. S. Kraayenwood, Mr. Jean Knight, Mr. & Mrs. D. M. Kan, Mr. C. Kayano, Mr. Low Wah Joe, Mr. Low Look, Mr. Lum Wah, Mr. Oliver Lee, Mrs. C. H. Mortimer, Mr. R. A. May, Mr. & Mrs. D. D. Mehta, Mr. C. Morris, Mr. S. Murata, Mr. & Mrs. K. Mishikawa, Mr. R. L. Morrison, Mr. T. Miyazaki, Mr. Ng Shee, Mr. Chas. Osbourne, Mr. Roland S. Parker, Mr. T. P. Pereira, Miss A. M. Pereira, Miss B. M. Pereira, Miss M. Packard, Miss V. Packard, Mr. & Mrs. A. J. G. Pereira, Mr. E. L. Patterson, Mr. H. N. Riddle, Mr. W. B. Richards, Mrs. K. Rhodes, Mr. C. A. Schmuck, Mr. & Mrs. A. D. Swegger, Mr. Sui Nai Lun, Mr. Eca da Silva, Mr. A. D. Stansell, Mr. & Mrs. C. M. Swift, Mr. M. Iwaya, Mr. & Mrs. Toola Rumjahn, Mr. M. Tonkin, Mr. R. L. Wilson, Mr. Wong Ya Chong, Mr. H. Shimoda, Mr. & Mrs. M. Watanabe.

METEOROLOGICAL.

Previous Day	on date.	on date.
Barometer	30.07	30.00
Temperature	64	62
H. m. lity	64	80
Wind Direction	S. E.	E.
Wind Force	3	2
Weather	0	0
Rain	0.00	0.00
Highest open air Temperature on the 15th	65	
Lowest open air Temperature on the 16th	61	

T. F. CLAXTON, Director.
H.K. Observatory, Mar. 16, 1921.

Straits, *Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt and Europe via Marseilles—Per KASHMIR, Reg. 5 p.m. Letters 26th 8.30 a.m.
The Parcel Mail will be closed on Friday 25th Mar. at noon.
Saturday, 26th Mar.
Sandakan—Per HINSANG, 11 a.m.
*Correspondence bearing vessel's names only.

EXCHANGE.

(Opening Rate: closing Rate on Page 1).

SELLING.

1/T	2/4
Demand	2/4 1/2
4 m/s	2/4 1/2
30 d/s	2/4 1/2
80 d/s	2/4 1/2
1/T Shanghai	Nom.
1/T Singapore	101
1/T Japan	94
1/T India	177 1/2
Demand, India	—
1/T San Francisco	45 1/4
& New York	—
1/T Java	130 1/2
1/T Marks	Nom.
1/T Francs	6.35
Demand, Paris	—

BUYING.

4 m/s. L/C	2/5 1/2
4 m/s. D/P	2/6 1/4
6 m/s. L/C	2/6 1/2
30 d/s. Sydney and Melbourne	2/7 1/2
30 d/s. San Francisco & New York	47 3/4
4 m/s. Marks	Nom.
4 m/s. Francs	6.35
6 m/s. Francs	7.15
Demand, Germany	45 1/2
Demand, New York	Nom.
1/T Bombay	Nom.
Demand, Bombay	177 1/2
1/T Calcutta	Nom.
Demand, Calcutta	177 1/2
On Yokohama	94
Demand, Manila	103 1/2
Demand, Singapore	101
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	89
Sovereign	Nom. 8.25
Gold leaf per Tael	52.40
Bar Silver, ready	33 1/4
forward	31 1/2
Bank of England rates	7%
New York/London	3.89 3/4

SUBSIDIARY COINS.

H'kong 50 cts. pieces	par.
10 "	1/10% p.m.
5 "	9/10% dis.
Canton subcoins	14.8% dis.

Hongkong Mar. 16, 1921.

WEATHER REPORT.

Mar 16d. 12h 39m.—Pressure has decreased considerably from Weihaiwei to Foochow, moderately from Formosa to Tongking and slightly over the Philippines.

The anticyclone has weakened and moved eastward.

The monsoon is interrupted to the north of Amoy. It will be moderate over the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 2.70 inches, against an average of 4.35 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock	E. winds, moderate; fine to cloudy, fog later.
2 Formosa Channel	Variable winds, moderate.
3 South coast of China between H.K. & Lamocks.	The same as No. 1.
4 South coast of China between H.K. & Hainan.	The same as No. 1.

T. F. CLAXTON, Director.
H.K. Observatory, Mar. 16, 1921.

TIME SIGNALS.

The time ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. only.

The ball is hoisted half mast at the 55th minute and full mast at the 57th minute. Should the ball fail to drop at the correct time, it will be lowered at five minutes past the hour and the ordinary routine repeated at the following hour, if possible.

Should the time ball be out of order the above routine will be carried out with the flag "Z", on the storm signal mast.

Time signals are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From 8.1.58 n. Os. to 9h. 0n. Os. p.m. the lamps are extinguished momentarily at the even seconds, except at the 2.1, 2.28, 5.0, 5.2, and 5.4 of each minute.

The hours refer to Hongkong Standard Time (8 hours of east Greenwich).

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING—

THE HONGKONG HOTEL,
HOTEL MANSIONS,
THE REPULSE BAY HOTEL.
AND THE
HONGKONG HOTEL GARAGE

J. H. TAGGART,
Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
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J. WITCHELL,
Manager.

THE PEAK HOTEL.

500 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE.
UNDER THE MANAGEMENT OF
MRS. BLAIR.

EUROPE HOTEL, SINGAPORE.

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THE PREMIER HOTEL. FINEST SITUATION.
EXCELLENT CUISINE.

ARTHUR E. ODELL.

(Late Grand Hotel, Southcliffe, England and Royal Palace Hotel, London, W.)

KINGSCLERE HOTEL MID-LEVEL
CRAIGIEBURN HOTEL THE PEAK
KNUTSFORD HOTEL KOWLOON
SACHSE, LENNOX & Co., General Agents
Are resident Managers.

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PEKING, CHINA.

Tel. Address: "GRAND HOTEL"
Peking. A.B.C. 5th Edition; Bentley's & Liebers.

THE ONLY HOTEL DE LUXE IN THE FAR EAST.

Afternoon dansant, daily.
Beautiful new steel and concrete fire proof building with six floors, 3 lifts; 200 rooms, each with private bath and city telephone; and a spacious roof garden overlooking the romantic Imperial Palace, the Legation Quarter, the Rockefeller Institute, and the entire city.

Unexcelled cuisine, with French chef. Banquets a specialty. Wines of the best districts of France.

Large playground for children in the park of the hotel, which is the healthiest location in the city.

THOS. COOK & SON, Headquarters, in the building.

Motor bus meets all trains.

L. M. MAILLE,
Manager.

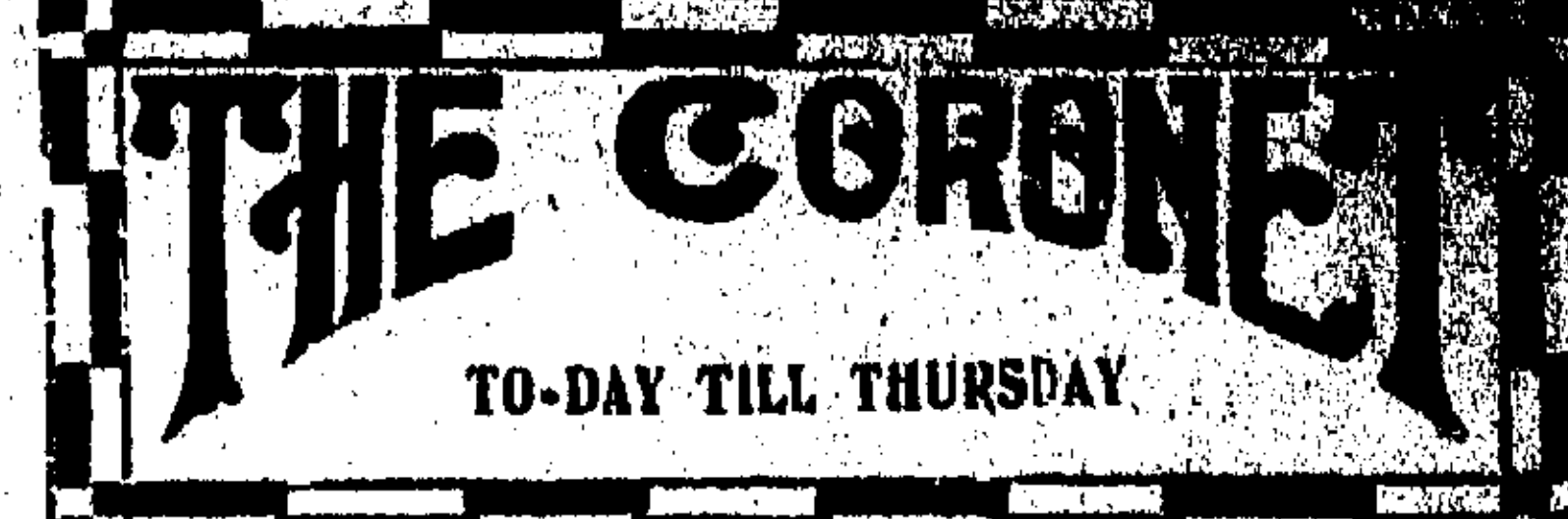


SOLE AGENT.
MUTSUI BUSSAN KAISHA, LTD.
HONGKONG



L & C HARDTMUTH'S
KOH-I-NOOR
THE PERFECT PENCIL
The First Postwar Stocks
in Hongkong at
SOUTH CHINA MORNING POST, LTD.
3 WYNDHAM STREET.

ENTERTAINMENTS.



At 2.30, 5.15, 7.15 and 9.15 p.m.

CHARLIE CHAPLIN'S

Famous Burlesque on

"CARMEN"

"THE LAW OF THE BORDER"

CORONET REVIEW.
Telephone 1743.

BRITISH GAZETTE.
Telephone 1743.

HONGKONG THEATRE

TO-NIGHT at 5.15 and 9.15 p.m.

JULIAN ELTINGE

"THE CLEVER MRS. ELTINGE"

A Paramount Picture

at 7.15 p.m.

"THE IRON TEST"

Episodes 3 & 4 in 4 parts.

NOTICE.



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(MITSUBISHI) TRADING CO. LTD.

COAL, GENERAL IMPORTS AND EXPORTS.

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Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

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AGENCY FOR:—THE MITSUBISHI MARINE AND FIRE INSURANCE CO.

THE OSAKA MARINE & FIRE INSURANCE CO.

For Particulars Apply to:—

S. KOMURA, Manager.

No. 14, Pedder Street Hongkong.

TIDE TABLE.

"14th to 20th March, 1921."

Day	High Water	Low Water	Day	High Water	Low Water
14	15	16	17	18	19
Mon. 14	11 07	6.1	5 53	2.8	
Tue. 15	1 1	4.8	6 51	2.9	
Wed. 16	2 23	4.3	7 55	2.3	
Thur. 17	4 13	4.1	7 43	2.5	
Fri. 18	5 43	4.1	11 34	2.9	
Sat. 19	6 54	4.3	0 18	1.6	
Sun. 20	7 54	4.6	1 11	1.4	
	8 45	4.7	2 24	2.4	

m. morning, & afternoon

Hongkong, Mar. 16, 1921

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